

Are the ends or laps of the sheenwork in an ease, a breadth at least five times the diameter of the rivets, and at least three times the diameter of the rivets where single rivetting is admitted? *Yes*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of de *Solid*

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? *Solid*

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? *Yes* and are the riv

well and sufficiently countersunk in the outer plate? *Yes*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *A few*

Her Masts, Yards, &c., are in *Good* condition, and sufficient in size and length.

N^o.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .
	Fore Sails,	Chain	120	1 1/2	Bower	1
	Fore Top Sails,	Hempen Stream Cable	90	10	Stream,	1
	Fore Topmast Stay Sails,	Hawser	90	9	Kedge,	1
	Main Sails,	Towlines	90	7 1/2		
	Main Top Sails,	Warp				
	and	All of <i>Good</i> quality.				

Her Standing and Running Rigging *Hemp* sufficient in size and *Good* in quality.

She has *Two* life *Long* Boat and *Primace, Jolly Boat & Gig*

The present state of the Windlass is *Good* and Rudder *Good* and Pumps *Good*

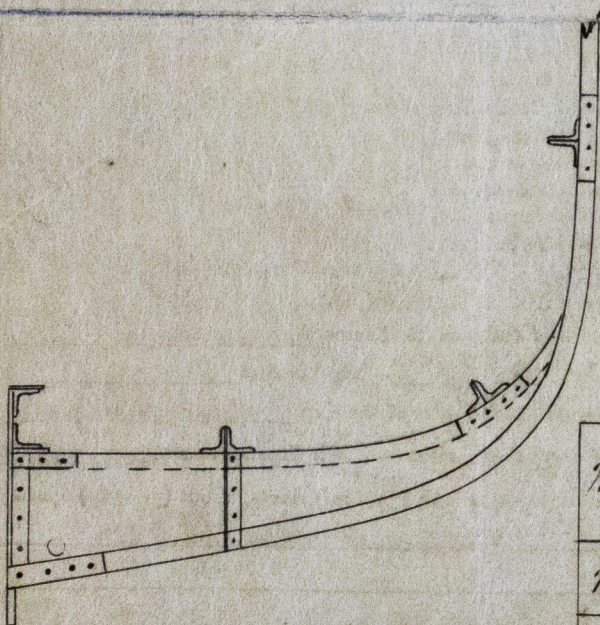
General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys	1st. On the several parts of the frame, when in place, and before the plating was wrought	} <i>Special Survey while building from 2nd Sept. 1864 to 30th March 1865 in all 21 visits.</i>
held while building,	2nd. On the plating during the progress of rivetting	
as per Section 17.	3rd. When the beams were in and fastened, and before the decks were laid	
	4th. When the ship was complete, and before the plating was finally coated	
	5th. After the ship was launched	

This vessel has been built under Special Survey as per Order N^o 342. Has Iron Buttler Waterways, also a short Poop and deck house aft forming cabin, a full forecabin with a deck house amidships for part of crew. The butt straps to the strakes, and the stringer plate on the ends of upper deck beams for 100 feet are triple rivetted.

Testing certificates of Bower Anchors are dated 3rd April 1865 and signed by David Logan, Tipton Proving Machine.

Testing certificates of Bower Chains are dated 27th Feb, 23rd March & 7th April 1865 and signed by James Haslam, Mersey Docks & Harbour Board, Chain Testing Works, Liverpool. and Stream Chain dated 24th March 1865 and by James Haslam, Mersey Docks & Harbour Board, Chain Testing Works, Liverpool.



Masts &	Thickness of plating	Rivetting of butts	Rivetting of edges	Diameter
Main Mast	3/8 + 7/8	Triple	Double	30 inches
Fore Mast	3/8 + 7/8	"	"	30 inches
Bowspirt	3/8 + 7/8	"	"	22 inches



In what manner are the surfaces preserved from oxidation? *Portland cement between the floors to upper part of bilges; inside and outside with three coats of Red lead.*

of opinion this Vessel should be classed *A*

The amount of the Fee £ 5 : 11 : 1 is received by me,

Special £ 52 : 17 : 9

* Certificate (required) £ 0 : 0 : 0

Committee's Minute *21 April 1865*

Character assigned *A*

April 19

The Hull of this Iron Sailing Ship appears eligible for A as recommended above.

The Equipment also appears satisfactory except the Chain Cables, and the Anchor which have not been seen by the Committee. Letters are offered for the subject, for the Committee's consideration.