

4082 Iron

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter 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 deficiencies? Yes

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

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes and are the rivet holes 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? No

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. of Wood. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.		
No.		Feet	Inches	Tested to Tons.	No.	Weight.	Tested to Tons.
/	Fore Sails,	Chain	270	1 7/16	34	18.3.18	19.14.0
/	Fore Top Sails,	Hempen Stream Cable	90	8		18.2.24	19.13.0
/	Fore Topmast Stay Sails,	Hawser	90	1 1/16		15.1.14	16.14.2
/	Main Sails,	Towlines	90	10		Stream,	1 8.1.4
/	Main Top Sails,	Warp	180	5		Kedges,	1 5.0.0
	and <u>others as usual for a single scut</u>	All of <u>good</u> quality.					1 2.2.0
	Her Standing and Running Rigging	<u>Wire & Hempen</u>	sufficient in size and		<u>good</u>	in quality.	
	She has	<u>One</u>	Long Boat and	<u>Four others</u>			
	The present state of the Windlass is	<u>efficient</u>	Capstan	<u>C. W.</u>	and Rudder	<u>and</u>	Pumps <u>efficient</u>

Order for Special Survey No. 119 DATES of Surveys held while building

1st. On the several parts of the frame, when in place, and before the plating was wrought Specially

2nd. On the plating during the progress of rivetting Surveyed from

3rd. When the beams were in and fastened, and before the decks were laid

Order for Ordinary Survey No. ✓ as per Section 18.

4th. When the ship was complete, and before the plating was finally coated 22nd February 1864

5th. After the ship was launched to 25th April 1865

Date ✓

State if she has a Spar Deck None Poop Full and Forecastle

General Remarks,

The length of this vessel measures 14.131 Beams, and 8.16 Depths, the Section and particulars of the Builders proposed extra longitudinal strength was submitted, and sanctioned by the Committee in their letter dated 28th April 1864. - A Water tight Tank is fitted in midships 13 feet 4 ins long cutting off the Main Frames and secured by Angle Iron and plates as per letter and Section submitted, and approved by the Committee's letter dated 25th June 1864. - This vessel is chain rivetted in all Butts, and double rivetted throughout excepting the three edges marked 1. 2. 3 in the Section, the Nelson plate and Angle Irons are slightly under the requirements of the Rules, but compensated for by a Spirketting plate 18 x 3/16 on the Hold Beams and sanctioned by the Committee's letter dated 27th August 1864. - Severally badly fitted and butted Floor plates have been fitted with double Butt straps and all the recommendations made in conjunction with Mr. Martin have been carried out to my satisfaction.

In what manner are the surfaces preserved from oxidation? Inside fermented with Portland Cement and Three Coats of Red Lead

Ditto ditto Outside Three Coats of Red Lead, and One of Black Varnish on the Bottom

I am of opinion this Vessel should be Classed A. 1.

The amount of the Fee£ 5: 0: 0 is received by me,

Special£ 37: 6: 0

Certificate (if required)£

Committee's Minute 2nd May 1865

Character assigned A 1

Wm Bouchman

This Iron Screw Steamer appears to be No. 1 in my Report to Committee, dated Aug last, of Ships seen building in Lloyd's Register to which I beg reference. I am of opinion she is superior for class as recommended above