

Workmanship. Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, 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 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? Solid lengths

Do the holes for rivetting plate to frames, lining pieces, 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? A few

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. (Wood) 418 1/2 Lm

She has **SAILS.** **CABLES, &c.** **ANCHORS, and their weights.**

N ^o .		Fathoms.	Inches.	N ^o .	Weight.
	Fore Sails,	Chain ^{tons cuts} <u>240</u>	<u>1 1/2</u>	Bower, ^{tested by} <u>16. 1. 0. 0</u>	<u>17. 3. 17</u>
	Fore Top Sails,	" ^{test} <u>90</u>	<u>1 1/2</u>	" ^{Anchor} <u>15. 10. 1. 2</u>	<u>17. 1. 18</u>
	Fore Topmast Stay Sails,	Hempen Stream Cable <u>90</u>	<u>7 1/2</u>	" ^{Anchor} <u>13. 4. 16.</u>	<u>14. 1. 3</u>
	Main Sails,	Hawser <u>90</u>	<u>5 1/2</u>	" ^{Anchor} <u>11. 2. 0</u>	<u>6. 0. 10</u>
	Main Top Sails,	Towlines		" ^{Anchor} <u>2. 3. 3</u>	
	and spare sails	Warp		" ^{Anchor} <u>5. 14. 1. 14</u>	<u>3. 1. 5</u>
		All of <u>Good</u> quality.		" ^{Anchor} <u>3. 18. 3. 0</u>	<u>1. 2. 10</u>

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

She has Two Life Long Boats and Three others

The present state of the Windlass is Good Capstan Good and Rudder Good with patent steering gear Pumps Three lead, Good

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

DATES of Surveys held while building as per Section 17.

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

2nd. On the plating during the progress of rivetting

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

Occasionally while building

This vessel has been seen by us occasionally while building; is built according to specification as named herein and not agreeable to Rule Table B for any particular class. And on comparing the scantlings it will be seen is nearly in conformity with the A class with some exceptions. We therefore beg to recommend her to the consideration of the Committee for classification. Midship Section herewith

The certificates of the Bower Anchors are dated 31st May 1865, and certificates of Bower Chain Cables are dated 30th June 1865, and all signed by David Logan, Superintendent, Staffordshire Public Chain and Anchor Testing Company (Limited).

The certificates of Stream and Kedge Anchors, and Stream Chain are dated 1st June 1865, and signed by James Home, Gold Hills Chain and Anchor Works, West Bromwich

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.

I am of opinion this Vessel should be classed _____

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

Special £ 13 : 16 : "

X Certificate (if required) £ " : 5 : "

H. B. Wood.

Port-Luce

Committee's Minute 11th July 1865

13th July 1865

Character assigned B

(A.C.P.)

General Council

I am of opinion that the ship A would meet the Rules Classes for Classification's Register

10 July 1865