

4334 *En*

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? Solid with single pieces

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? Very few.

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (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.		Fathoms.	Inches.	Tested to Tons.	No.	Weight. Ex. Stock	Tested to Tons.
<i>The full suit</i>	Fore Sails,	Chain	270	1 3/8	34	Bowers, <i>Knapp's</i>	1 17.0.0 18 1/2
	Fore Top Sails,	Hempen Stream Cable	80	8		<i>do</i>	1 15.1.12 17 3/4
	Fore Topmast Stay Sails,	Hawser <i>Chain</i>	90	3/4		<i>do</i>	1 14.0.24 16
	Main Sails,	Towlines				Stream,	1 7.0.16
	Main Top Sails,	Warp	90	6		Kedges,	1 3.2.0
and		All of <u>good</u> quality.	90	4			1 1.3.0

Her Standing and Running Rigging off the stump sufficient in size and good in quality.

She has The Long Boat and two others

The present state of the Windlass is Capstan good and Rudder good Pumps good

Order for Special Survey No. _____ Date _____ DATES of Surveys held while building as per Section 18.

1st. On the several parts of the frame, when in place, and before the plating was wrought April 6th 1875

2nd. On the plating during the progress of rivetting " 29th "

3rd. When the beams were in and fastened, and before the decks were laid June 12th "

4th. When the ship was complete, and before the plating was finally coated July 31st "

5th. After the ship was launched Oct. 13th "

State if she has a Spar Deck No Poop No or Forecastle Yes

General Remarks, *This vessel has a double bottom in fore and after holds. Length of that in fore hold 17 feet, and in after hold 64 feet. The inner angle iron is separated as usual in way of inner bottom. Plating 1/8" thick and flange plates 7/16".*

Testing certificates of the Chain cables and Anchors issued from the Sunderland Public Chain & Anchors Testing House and signed by Mr John Thompson, have been produced.

The iron has been supplied by the undermentioned firms

Frames, keel and str.	Beams	Lock Wilson & Bell
and angle iron & do		
Outside plating		Shotley Bridge Iron Coy.
Stringer plates		Bolchorn & Maughan
Kelsons, Angle iron,		Hoptons Co. Middlesex.

We respectfully leave the claims of this vessel to be closed to the consideration of the Committee,

In what manner are the surfaces preserved from oxidation? Inside Portland Cement in flat of bottom, above and below

Ditto ditto Outside Thin coats of red lead

I am of opinion this Vessel should be Classed _____

The amount of the Fee£ 5 : " : " is received by me, *Oct 1875*

Special£ " : " : "

Certificate (if required)£ " : 5 : "

Committee's Minute 20th October 1875

Character assigned A 1

to T.C.R.

Thomas Lawrence

Prof. Marshall

I am of opinion this vessel is eligible for the A 1 class

14 Oct 75

