



4779 Iron

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 with single pieces

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? They are

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

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
2	Fore Sails,	Tested to 20.7.2.0	180	1 1/16	Tested to 9.11.2.7	17.1.9
2	Fore Top Sails,		75	4 1/2	10.16.1.0	18.2.21
2	Fore Topmast Stay Sails,	Hawser Chain	60	1 1/16	10.10.0.0	13.0.7
1	Main Sails,	Towlines	75	7 1/2		
1	Main Top Sails,	Warp	75	3		
and others as usual		All of <u>good</u> quality.		Kedge,		1 1.2.0

Her Standing and Running Rigging wire & hemp sufficient in size and good in quality.

She has One Long Boat and One other

The present state of the Windlass is fair Capstan Winch and Rudder Y Pumps 2 Iron 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
	<u>Paint made special survey from 12<sup>th</sup> Dec. 1866 to the present date.</u>				

The fore & main lower masts and the bowsprit are of Iron, see sketch attached.

The testing certificates of Anchors and chain cables have been produced, issued from the Sunderland public testing machine and signed by W. J. Thompson

James Sibson

In what manner are the surfaces preserved from oxidation? By cement inside to the bolts, and in all other parts with Paint

I am of opinion this Vessel should be classed A 1 Thomas Lawrence

The amount of the Fee .....£ 3 : " : " is received by me, Order Dec. 1867 date Dec. 23/66 Special .....£ 62 : 9 : " Certificate (if required) .....£ " : " : "

Committee's Minute 22<sup>nd</sup> June 1866

Character assigned A 1

This Vessel appears eligible for the Class recommended above  
21 June 1866 JMR

