

4816 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? See Slip

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

Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? generally so 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. (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.
	Fore Sails,	Chain <u>Marked</u>	180	1 1/2	20 3/8	Bowers, <u>Marked</u>	144 1/2	2 1/2 - 9.12.18
<u>The</u>	Fore Top Sails,	Hempen Stream Cable	80	3/4		<u>do</u>	142 1/2	2 - 9.12.18
<u>omit</u>	Fore Topmast Stay Sails,	Hawser <u>Marked</u>	80	4 1/2		<u>do</u>	157 1/2	1.14 - 8.12.18
<u>Complete</u>	Main Sails,	Towlines <u>Marked</u>	80	2 1/2		Stream,	In stock	3.00
<u>and</u>	Main Top Sails,	Warp	80	3 1/2		Kedges,	1.0.18	
		All of <u>new</u> quality.						

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has The Long Boat and The Ship's

The present state of the Windlass is good Capstan the same and Rudder Complete Pumps 2 Metal good

Order for Special Survey DATES of

No. 562 Surveys held

Date 9 March 1866 while building

Order for Ordinary Survey as per

No. — Section 18.

Date —

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 2 Bull plates

3rd. When the beams were in and fastened, and before the decks were laid 2 Special Surveys

4th. When the ship was complete, and before the plating was finally coated

5th. After the ship was launched

State if she has a Spar Deck — Poop — or Forecastle —

General Remarks,

This vessel is very similar to the "Lion" and "Duo" nos 9441 & 9970, and classed A. The sheer strake will be seen to be 2 to 3" less in width than the requirements of the Rules and to which the Builder's attention was called at the time; but it seems to have been ordered sufficiently wide, and after reduced in the shearing of the hull. Some of the lance canvas having been left too wide with this exception, the scantlings and arrangements appear to be in accordance with the Rules for the A class.

In what manner are the surfaces preserved from oxidation? Inside Red lead and Portland Cement

Ditto ditto Outside do and Green paint on top

I am of opinion this Vessel should be Classed A.

The amount of the Fee£ 2 : : is received by me,

W.M.S. Special£ 9 : 13 :

Certificate (if required)£ 5 : :

Committee's Minute 3rd July 1866

Character assigned A / A.C.P.

W. Luke

The only objection that there is to this vessel's claims for the Class A is from 2" to 3" too narrow, but this is a consequence from her being a first class vessel.

31 June 1866

* Moore's Patent, Votley 289, Highways, North Street

