





**Workmanship.**

Are the lands or laps of the clenchwork in all cases in breadth at least 6

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 when

rivetting is admitted?

*Yes*

Do the edges of the carvel work and of the butts lay close together throughout their length without

any making good of deficiencies?

*No*

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?

*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?

*a 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., tested at <i>Lyme Proving House</i>				ANCHORS, tested at <i>Lyme Proving House</i>			
No.		No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tested to. Tons.	No.	No. on Anchor seen by me.	No. and date on Certificate.
<i>one</i>	Fore Sails,	938	938, 10.1.66	135	1 1/2	3 1/4, 4.0.0		3312	3312, 7.6.66
	Fore Top Sails,	939	939, 10.1.66	135	1 1/2	3 1/4, 4.0.0		2002	2002, 29.12.65
	Fore Topmast Stay Sails,			90	7/8			3350	3350, 11.6.66
<i>Suit</i>	Main Sails,			90	7/8				
	Main Top Sails,			90	5				
and									

Her Standing and Running Rigging *is* sufficient in size and *good* in quality.

She has *one* Long Boat and *two others*

The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *4 deck Pumps and Engine Pumps*

Order for Special Survey	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought
No. <i>556</i>	Surveys held	2nd.	On the plating during the progress of rivetting
Date <i>22 Feb 1866</i>	while building	3rd.	When the beams were in and fastened, and before the decks were laid
Order for Ordinary Survey	as per	4th.	When the ship was complete, and before the plating was finally coated
No. <i>—</i>	Section 18.	5th.	After the ship was launched
Date <i>—</i>			

State if she has a *raised Quarter* or Forecastle *33 feet 6 inches*

**General Remarks,**

Nearly the whole of the butts of the second strake below the sheerstrake are fitted with only one space of frame shift, in place of two spaces. To compensate for this, a doubling plate has been fitted over each short shifted butt, extending over two frames and a butt strap fitted inside over the Butt, with respect to this, I beg to refer to the Secretary's Letter of the 26<sup>th</sup> March last.

She has a double bottom about 123ft 4in long, divided into three compartments, top plate at the side of  $\frac{7}{16}$  inch thick. Remainder of plating on top of double bottom  $\frac{3}{16}$  inch. She has a clump plate fitted between decks  $10 \times \frac{3}{16}$ , she is constructed similar to the S.S. "Perlinpa", Report No 4918.

In what manner are the surfaces preserved from oxidation? Inside *asphalte & paint*

Ditto

ditto

Outside *Paint*

I am of opinion this Vessel should be Classed *B 1*

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

*July 1866* Special *£ 39: 14*

Certificate (if required) *£ —*

Committee's Minute *27<sup>th</sup> July* 18 *66*

Character assigned *B 1*

*A.C.P.*

*J. H. Lillman*

*26 July 1866*

*See also Report No. 4436 and 4437*