

5020 Iron

Workmanship. Are the lands or laps of the clenchwork 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? Yes or are they in short lengths of various thicknesses? No

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? Yes a few in the Butts at Steam Chests

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.

No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tons.	No. on Anchor seen by me.	No. and date on Certificate	Weight Ex. Stock.	Tons.	
									ANCHORS, tested at <u>Lipton Proving House Staffordshire</u>
Fore Sails,	Chain <u>Iron</u>	2620.20.6.66	120	1 1/4	28.2.0.0	3	2435.30.6.66	13.3.0	15.8.0.14
Fore Top Sails,	Hemp	2636.28.6.66	120	1 1/4	28.2.0.0		2436.30.6.66	13.0.11	14.17.0.2
Fore Topmast Stay Sails,	Stream Cable	2615.16.6.66	90	7/8	5.12.2.0		2139.3.4.66	12.2.0	14.6.1.0
Main Sails,	Hawser		90	1 1/2	8.10.0.0		Sails included		
Main Top Sails,	Towlines		90	5			2437.30.6.66	7.3.15	8.11.1.0
	Warp		90	5			2439.30.6.66	3.2.7	5.7.2.0
	All of <u>good</u> quality.		120	3 1/2			2438.30.6.66	2.0.12	2.4.0.0

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

She has two life Long Boat and two other boats

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

Order for Special Survey DATES of

1st. On the several parts of the frame, when in place, and before the plating was wrought March 15th - 22nd - 26 & 31st

2nd. On the plating during the progress of rivetting April 20th - 27th - May 2nd 15th

3rd. When the beams were in and fastened, and before the decks were laid May 17th - 21st - 22nd

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

5th. After the ship was launched 4th August

Order for Ordinary Survey as per Section 18.

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

General Remarks,

Is finished with a poop extending forward 17 feet in length and covering over engine space. The front of poop protected with iron doors fitted so as to be efficiently closed. The alternate frames extend to height of Main rail & the remaining frames extend across the vessel & join Beams. The edges of plating single and all the Butts double rivetted.

The butts of the Sheerstrake for about 126 feet are treble rivetted.

In addition to the three watertight Bulkheads there is a tank bulkhead aft at the shaft and a bulkhead close forward extending 14 feet in height from the top of the keel.

Anchor ordered as required by rules.

In what manner are the surfaces preserved from oxidation? Inside the flat with varnish, the remainder with paint

Ditto ditto Outside with paint

I am of opinion this Vessel should be Classed B 1

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

Special£ 10 : 10 : -

Certificate (if required)£ : 5 : -

Committee's Minute 24th August 1866

Character assigned A

This vessel appears eligible for the class B 1 and anchor of 13.2.0 be shipped

20th Aug 1866

Lloyd's Register