

Workmanship. Are the lands or laps of the clenchwork 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? they are 440
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? lay close
Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? filled in solid
Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? well and are the rivet holes well and sufficiently countersunk in the outer plate? sufficiently countersunk
Are there any rivets which either break into or have been put through the seams or butts of the plating? no

Her Masts, Yards, &c., are in Good condition, and sufficient in size and length. 5267 Iron.
For Main Mast Iron She has SAILS.

No.	
1 <u>Sq</u>	Fore Sails,
1	Fore, Top Sails,
1	Fore Topmast Stay Sails,
1 <u>Top & aft</u>	Main Sail,
1	Main, Top Sail,
1	Stay sail

and others in all 9 pieces

CABLES, &c.			
Witherston Public Test N ^o Dudley			
M R Reade - <u>sup</u>			
Chain 22 1/2 31/8/66 40 1/2 Ton	135	1 1/2"	
22 1/2 31/8/66 40 1/2 Ton	135	"	
Stream Cable	90	1 1/2"	
Hawser	90	10	
Towlines	90	8	
Warp	80	7	
All of <u>Good</u> quality.	180	4 1/2	
	90	3 1/2	

ANCHORS, and their weights.			
Witherston Public Test N ^o Dudley			
M R Reade - <u>sup</u>			
Bower, 18 1/2 31/8/66 18-16-1-0	1	17-3-0	
18 1/2 31/8/66 18-16-1-0	1	14-0-4	
18 1/2 31/8/66 18-16-1-0	1	21-2-4	
18 1/2 31/8/66 18-16-1-0	1	5-0-0	
18 1/2 31/8/66 18-16-1-0	1	17-1-20	
18 1/2 31/8/66 18-16-1-0	1	21-2-0	
18 1/2 31/8/66 18-16-1-0	1	5-0-0	
18 1/2 31/8/66 18-16-1-0	1	9-0-24	
18 1/2 31/8/66 18-16-1-0	1	4-2-0	
18 1/2 31/8/66 18-16-1-0	1	2-0-20	

Her Standing and Running Rigging Wire & Hemp sufficient in size and in quality.
She has Three Long Boats and 3 of 25 Feet in length 1 of 23 ft & 1 of 15 ft.
The present state of the Winch is 2 Capstans 2 S' Crews and Rudder Good Pumps 4 Deck
Brown & Harfield Patent Capstern 2 S' mch

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 March & April '66
2nd. On the plating during the progress of rivetting May June July & August
3rd. When the beams were in and fastened, and before the decks were laid Beams put up with frames
4th. When the ship was complete, and before the plating was finally coated September
5th. After the ship was launched October to 10 January '67

This is a very superior vessel in materials & workmanship. N^o 30 in Builders Yard 7.79 Breadth to 13.9 depth in length round sterned with full poop & Top Gallant-forecastle Poop about 69 ft in length from front to after part stem post. Rounded at Corners along the side Beams formed of AI same as ribs 15 are whole & 8 are half Beams Poop & Forecastle sides plated with 5/16 Iron Top Gallant Forecastle is about 38 1/2 ft in length along Center line Stump plate 19 x 7 1/2 11 Beams 7 of 5 x 4 x 7 1/2 AI & 4 of 6 1/2 x 7 1/2 Bull Iron with 3/2 x 3/2 x 3/8 AI along top edge

Has Fin plates applied outside along each Bely for about 118 ft in length formed of 12 x 7 1/2 plates tapering in breadth towards the ends connected to the outside plating by double course of 4 x 4 x 7 1/2 angle irons all rivetted together & thro outside plating of Hull
Along the waist of the vessel the alternate ribs have been carried up & across forming a hurricane deck same height as poop and about 63 ft in length rounded. Same as poop at upper Corners & plated in sides with 5/16 plates in like manner 12 Beams in Breadth along the Center of this space is Bulkheaded fore & aft having 24 x 3/8 Iron plate Cumbering rivetted all round to deck framing 20 ft of this in length enclosing Boiler space & Galley & sides & ends plated with 3/16 Iron afore & abaft this formed of Wood strongly framed a considerable portion of the deck frame on each side & across full way of Boiler & engine space is wholly covered with 3/8 plating closely jointed & all rivetted together

The Compensations in the vessel proposed by Builders 26/1/66 approved by Secretary Letter 30/1/66 with addition of Stringer plate Butts to be triple rivetted - have been carried out
Changes in way of poop Builders submit 23/2/66 to be allowed to terminate at lower part of round & sanctioned 28/2/66 but stringer plate to be 18" broad
Special Survey order No 170 dated 20/2/66 sup^d

In what manner are the surfaces preserved from oxidation? 4 Coats Red Lead & other Color^d Paints inside & outside - except along the bottom inside when coated with Portland Cement

I am of opinion this Vessel should be classed A 1
The amount of the Fee £ 5 : " : " is received by me, Jan 1867
Special £ 46 : 17 : "
Certificate (if required) £ 51 : 17 : 0

Committee's Minute 15th January 1867
Character assigned A 1

Thomas Alexander
This Steamer built of Iron appears to be N^o 1 in my Report to Committee of Vessels seen building at Dundee Jan 1/66, to which I am of opinion she is eligible for classification as Iron