

Dec 3/8/8

Surveyed while Building, Afloat, or in Dry Dock while building and afloat

IRON 442-0341

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? or are they in short lengths of various thicknesses? Yes

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? a few in corners of Butts

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.

Tested by R. Burrell at Low Wallas } Tested by R. Burrell at Low Wallas
23rd May, 18th June 1868. } 23rd May, 29th May, 18th June,

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	300	1 1/2	55 1/2	1 1/2	55 1/2	Bowers	3	30.5.11	29.5.2.14	30	28 5/10
Fore Top Sails,	at 83 Tons								30.1.11	28.18.0.14	30	28 5/10
Fore Topmast Stay Sails	Hempen Stream Cable	90	"	10	"	10	Stream	1	30.0.1	25.13.1.21	25 1/2	25 1/2
Main Sails,	Hawser & Ham...	90	"	10	"	10			11.3.17	11.11.1.0	12	✓
Main Top Sails,	Towlines	90	3 1/2			3 1/2	Kedges	2	5.0.0	4.5.0	5	✓
	Warp	90	3 1/2			3 1/2			3.0.10	5.0.0	3	✓
	All of <u>Good</u> quality.											

Her Standing and Running Riggings Galv^d Wire & Hemp sufficient in size and Good in quality.
 She has one 20 feet Long Boat and one 24 feet life Boat, one 24 feet Pinnace & one 24 feet G. J.
 The present state of the Windlass is new Capstan new and Rudder new Pumps new and efficient

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. 531 while building 2nd. On the plating during the progress of rivetting Built under Special Survey
 Date Aug. 7/68 as per 3rd. When the beams were in and fastened, and before the decks were laid from the 10th March
 Order for Ordinary Survey 4th. When the ship was complete, and before the plating was finally coated to the 31st July 1868
 No. 531 Section 18. 5th. After the ship was launched

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

General Remarks, The Frames are spaced 23 ins apart and are doubled with Angle Bars same size as Transoms for half the ships length in midships.
 Bulb Bar to middle line Intercostal Keelson 18x90; Fitted with an Intermediate Intercoastal Keelson 18x90 with two Angle Bars on top of Floors 5x4x90; Butte Straps of Sheerstrake are in one length and are triple rivetted for half the ships length in midships.
 Stations to each Hold Beam 3 1/2 ins; tween decks 3 ins (Tube)
 Fitted with Emerson and Walther's Patent Windlass.
 Fore main, Mizzen and Bowsprit each of iron formed of four plates 70x90. two Angle Bars in Bowsprit 5x3x90. lands double clenched and butts triple carvel rivetted; Fore main & Cross Jack Yards of iron, each of two plates 40x50x1/2 thick; the Lower Topsail Yards of Fore main & Mizzen of Steel, each of two plates 40x50x1/2. lands single clenched and butts triple carvel Rivetted. The remainder of Spars are of Wood

In what manner are the surfaces preserved from oxidation? Inside with White Zinc Paint, and Portland Cement
 Ditto ditto Outside with Zinc paint & Patent Grease

I am of opinion this Vessel should be Classed A. 1

The amount of the Fee£ 5 : 5 : 6 is received by me,

Special£ 52 : 15 : 6

Certificate (X required)£ 10 : 0 : 0

Committee's Minute 4th August 1868.

Character assigned A. 1

A. B. Darlwin
 I am of opinion this Vessel built of Iron is eligible for Classification & recommendation above. The ship to be 2420 tons Register, 2420 tons displacement & 2420 tons deadweight. 3/10/68