

7310 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? *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.

One butt & a half of each

She has SAILS.	Tested by Mr. H. Reade at Netherston 28 June & 3 July 1869					Tested by Wm. Taylor at Glasgow 14 & 21 May 1869				
	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight Ex. Stock.	Test as per Certificate.
Fore Sails,	N ^o 5734 Chain 5 1/2 44	240	1 3/8	34	1 3/8	34	N ^o 124 Bowers	3	16.2.26	18.0.24
Fore Top Sails,							" 125		15.0.25	16.4.14
Fore Topmast Stay Sails	Hamper Stream Cable	45	7/8		8 1/2		Stream	1	7.3.20	7
Main Sails,	Hawser	90	9/4		5 1/2					
Main Top Sails,	Towlines	90	5				Kedges	2	3.2.24	3.2.0
	Warp	90							1.3.0	1.3.0
	All of <i>Good</i> quality.									

Her Standing and Running Rigging *Galv'd Wire & Hemp* sufficient in size and *Good*
She has *One* Long Boat and *One* Life Boat & *One* Gig
The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *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. *644* while building 2nd. On the plating during the progress of rivetting *Built under Special Surveys from 29 April till 24 Aug 1869*
Date *July 25/69* 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. *—* Section 18. 5th. After the ship was launched
Date *—*

State if she has a Spar Deck *No* Poop *No* Forecastle *Monkey*

General Remarks, *Mults of Sheenstrake and deck stringer are treble rivetted for 40 to 40 feet on each side Amidships. In lieu of Rib Plates outside hatchways on hold beams two angle bars are fitted back to back 3.3. 7/16 fore. Main & Mowspit are of Iron formed of 2 plates 1/16 thick Lands double & butts treble rivetted with 5/8 Rivets. Mults of Mowspit quadruple rivetted*

In what manner are the surfaces preserved from oxidation? Inside *Plat of bottom with Portland Cement*
Ditto ditto Outside *Remained with Red Lead & Oil Paint*

I am of opinion this Vessel should be Classed *A1*
The amount of the Fee £ 5 : : is received by me,
Wm. Taylor Special £ 23 : 15 :
Certificate (if required) £ : :

Committee's Minute *31 August 1869*

Character assigned *A1*

Wm. Taylor
I am of opinion this Vessel should be classified as recommended above.
Wm. Taylor
Aug 30/69