

On the following day the Surveying Officers received a letter from two of the Directors of the Company who were on board the vessel, a copy of which is enclosed, requesting another trial, which accordingly took place on the 14th instant, the vessel being about three inches deeper in the water than on the previous trial, and the wind blowing a moderate breeze.

The mean speed on this trial was ascertained to be at the rate of ten knots and one-tenth per hour. The contract requiring a speed of ten knots on trial at a measured mile.

In reference to these trials, it is right to observe that the builder of the vessel and the maker of the engines stated on the last day of trial that they had ascertained that there was an inaccuracy in placing the mile marks, which, in their opinion, as well that of Mr. Bowman, the Company's General Inspector, would make a difference of about half a knot in ten in favour of this vessel; but the Surveying Officers felt themselves bound to abide by the marks as laid down for their guidance.

In reference to the build and equipment of the hull, I consider that, when the requirements specified in the accompanying list are complied with, the "Paulet" will then be fit for the Mail Service under the contract before referred to, so far as could be ascertained on a Survey afloat, with coals in bunker and forehold, water ballast tanks in after-hold, and the cabin bulkheads and lining in place.

A copy of the accompanying list of requirements should be officially sent to the Company.

J. TUKE,

Inspecting Officer.

Admiral R. S. Robinson, Comptroller of the Navy.

LIST OF REQUIREMENTS TO FIT THE "PAULET," SCREW STEAMER, FOR THE MAIL SERVICE.

It is suggested to the Company that the windlass should be removed from the topgallant fore-castle to the main deck, and the chain lockers further aft, to give more room for working the cables.

1. If this is not done, the windlass should be refitted and secured in a more efficient manner to the topgallant fore-castle than it is at present; the fastening bolts should be at least one-sixteenth inches larger, and the nuts, on the points of bolts, set upon an iron plate three-quarters of an inch thick, and of the same length and breadth as the cap carlings under beams.

2. Brown and Horfield's bow stoppers, or shouldered eye and shackle stopper bolts, not less than one and a-half inches diameter to be fitted between the windlass and hawse pipes.

3. Steering gear to be refitted and made more efficient than on trial. Tiller blocks to be larger and stronger and better secured to vessels' side. Spare tiller, bolts for relieving tackles and rudder chain pendants to be supplied and properly fitted.

4. Iron carlings required in engine and boiler. Hatchways to support the ends of half beams.

5. The maindeck stringer plate, where cut for donkey boiler funnel, to be strengthened, and the wood work in the vicinity of this funnel to be kept at least twelve inches clear of funnel, and wood properly lined with felt and lead.

6. The davits for life boats to have chain spans fitted to them across from side to side of vessel.

7. The mail boat to be stowed in such a position as not to intercept the view of side signal lights, and her davits to be sufficiently strong.

8. Mail room to be completed, and secured by a Chubb's or other equally good patent lock.

9. Lightning conductors on the plan of Sir Snow Harris to be fitted.

10. Downton's pump to be completed, and sea cock so fitted as to be accessible at all times. 200 feet of leather fire hose, with copper or brass discharge jets, also fire buckets to be supplied. The common pumps to have a spare set of gear, and bilge suction to have strainers fitted to them.

11. The life boats and mail boats to be supplied with suitable anchors and painters. The mail boat with a tarpaulin cover, compass, and other requisites.

The fittings and equipments of hull for sea service to be completed.

J. TUKE.

19th February, 1863.

No. 6.

DIRECTORS OF INTER-COLONIAL ROYAL MAIL COMPANY TO SURVEYORS.

Central Station Hotel,

Newcastle-on-Tyne, 13th February, 1863.

GENTLEMEN,—

As the results of the trial of the Inter-colonial Royal Mail Company's ship "Paulet," yesterday, were not so satisfactory as could have been wished, and as the ship is of the greatest importance to the above Company—

We have to request that you will consent to another trial taking place to-morrow, 14th instant, if your engagements will permit of your remaining at Newcastle.

GEORGE BLANE, R.N., }
ROBERT WILSON, } Directors.

J. Dinnen, Esq., }
— Tuke, Esq., } Admiralty Surveyors, Newcastle.