the exception of the Irish oak Futtocks, Rider keelson &
Ceiling, being the same.
Respecting the Floors they certainly measured 12 Inches
moulded & 7½ inches sided with a long arm and short one
alternately, the First Futtocks butting upon each [illegible]
arm & all bolted together (there is another Vessel just
come off the Slip this day whose Floors the Captain
told me are 14 Inches in the breach with 7 Inch side the [illegible]
arm 5 feet & the opposite one 10 feet all bolted together as these)
Respecting the Deck Beams She is I may say a [illegible]
mass of Timber, the Carlings between the Beams going from
side to side dovetailed into the Shelfs & bolted, with only
about one foot space between.
Respecting the Hold Beams, they are certainly less
than allowed by the Rules, but I consider the extra
number of Beams more than equivalent to the want
of Size, as they did not average more than from 3 feet
2 Inches to 3 feet 6 Inches apart, and there was 13 Carlings in
the after body under the cabin deck that went from
side to side one foot apart, and with all that [illegible]
been done to Her, the long lengths of Ceiling and with
all the extra through bolts, Trenails & Thwarts I [illegible]
consider her a good & strong Vessel of her Build and
Shape, being very Sharp.
I hope this explanation will be satisfactory, as it [illegible]
my whole Study, to make all my reports clear and
explicit for the Committee, but have in this case [illegible]
done so as I ought for which I beg their indulgence
and remain Dear Sir Yours most Respectfully
George Wright

beg to remark it took as much time (if not longer)
cut out one of those footlocks, as it would hardly
Irish oak, the wood was so tough & stringy-

[illegible] for further report

I am of opinion that the inadequate number of the Beams is alone sufficient to render it impossible to give him a class in accordance with the rules as they at present stand. Besides which the shifting of the external planks is so widely different from that which we insist upon in the case of a British built ship that I think a class should be refused also on that account, or at least an A 1 class

AL May 16th

[illegible]

CRK93-0027

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May 23

Acquaint that under the
circs the Comte regret that he
hurried his report. It is still however quite
uncertain yet to the Comte in as much as it would
appear, from an attentive perusal of it that
she had none of her original materials to her. none
being separately reported — It ought also to
have been Mr Charles Graham Supt to Lloyds
mentioned that the Mr of British & Foreign Shipping
the was a shandied Mr Lim Court
Vessel & had been repaired Cornhill facts which should
always be reported —

Her Planking however
is so contrary to the shifting which the rules
applicable to English built
Vessels require,
& her Beams so deficient
that the Comte feel it to be utterly
out of their power to class her

Earth 6 May 1850

Mr Charles Graham

Sir

Please send me a
Certificate for the British named Vessel
as soon as you can, you will see by
the Sketch that several of the Shifts
are had, and to remedy that in a Measure
the has got entire new Ceiling first into
from the Keelson Stringer up, of very long
lengths, and well through bolted & clenched.
every Bulk on second timbers, and many extra
ones besides, and all thorough Tenailed, besides
the Clamps both upper & lower, with the Transhoms
Counter have also been all extra through bolted
with all the Non Diagonal knees and
the well thorough bolted, adds considerably to
Strength and helps the bad Shifts of Plank,
Certificate translated from Register, of date of Within
Will be Certified before a Notary presented to me &
in the appearance of the Vessel believe the same
the correct.

Sumner Sir
Your Most Respectfully
George Wright

Mr Wright
Lloyd's Register
Foundation
Cornhill
1850

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