

Her Masts, Yards, &c., are in good condition, and sufficient in size and length.

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	240	1 1/2	40 1/2	240	40 1/2	Bowers	1	22-3-8	23-0-2-0	21	21 1/2
2	Fore Top Sails,	Certified by D. G. Lewis, Hesterton near Dudley				1 1/16			1	21-2-0	22-0-0-0	total 60	21 1/20
2	Fore Topmast Stay Sails,	Dated 27 th & 30 th April 1876							1	19-1-25	20-6-0-0		
2	Main Sails,	Hmpn Strm Cbl.	60	1"		9 1/2			1	9-2-21		9	4 1/2
2	Main Top Sails,	Hawser	90	10"		7			1	5-0-7		2 1/2	2 1/4
and others	Warp		90	6"		4			1	5-0-18			
		All of <u>gd</u> quality											

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and two others

The present state of the Windlass is good 2 Capstans good and Rudder good Pumps 2 - 6" pumps - good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Three ports & three flaps besides the three scuppers.

Cargo Hatchways.—How formed?

As usual

State size For "4" 8" sq. aft 4.6" x 4.8"

If of extraordinary size, state how framed and secured?

Not of extraordinary size

What arrangement for shifting beams?

None

Hatches, themselves, whether strong and efficient?

Yes

Main Hatchways.—State size 8" 9" x 8" 3"

Order for Special Survey, No. 57

DATES of Surveys

1st. When the Frame is completed

Specially surveyed: - 1875 - Oct 1, 11, 21, 26;

Date 26th Oct. 1875

held while building, as per Section

2nd. When the Beams are put in, &c.

Nov 6, 13, 17, 26; Dec 6, 16, 23, 31, 1876 -

Order for Ordinary Survey, No.

35.

3rd. When completed, and before the plank be painted or payed

Jan 7, 14, 22, 29; Feb 4, 11, 19, 25;

Date

35.

Mar. 3, 7, 15, 21, 30; April 6, 15, 21, 28; May 3, 10, (burnt) 17, 26;

No. in Builder's Yard.

35.

July 1, 5, 10, 15, 19, 25; Aug 3, 9, 16, 23, 30; Sep 2, 7, 14, 21, 28; Oct 5.

General Remarks.

When this vessel was nearly ready for launching she caught fire and burnt most of her upper deck beams, shelves, clamps and ceiling between decks, hanging knees to upper deck, a few top timbers, lower part of masts, deck houses &c. The vessel has now been efficiently repaired:— The whole of the upper deck planking was removed, all the upper deck beams except four forward which were allowed to remain because they were not reduced in strength; all the upper deck hanging knees removed, the upper deck shelf, clamps, and ceiling between decks also removed and several of the top timbers changed; eight or nine planks of the topsides removed, the spirketting and lower deck waterway were very little burnt and that only on the front, so the bolts were re-tightened & the spirketting remains 6 x 9 3/4 (originally 6 1/2 x 9 3/4) and the lower deck waterway remains 8 x 12 1/2 (originally 8 1/2 x 12 1/2), an inner lower deck waterway has been fitted of Larch, 10" x 10", fastened with one bolt of iron 1 5/16 diameter and 2ft long and one bolt of yellow metal

Present condition of Caulking of Bottom

good

Deck,

good

and Waterways

good

(see other reports attached)

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled

on Felt

When last done

now

It is of opinion this Vessel should be Classed

(see remarks * A.1.

The Amount of the Entry Fee £ 5 : 0 : 0

received by me,

Special £ 32 : 6 : 0

Oct 1876

Certificate - : -

(Travelling Expenses, if any, £ 4-0-0)

Committee's Minute

12th October

1876

Character assigned

11 A.1.

9 & 12 years Mat

12-189 CF



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