

and Aloft Beams previously without them $3\frac{1}{2} \times 7\frac{1}{2}$ and a few at Ends of the Ship $3\frac{1}{2} \times 7\frac{1}{2}$; A Stringer added in Aloft Beams $2\frac{1}{2} \times 7\frac{1}{2}$ with Angle Bar rivetted in Sides to Reverse Frames; A Stringer in Sides of Aloft Beams formed at Middle Line of Double Angle Bar Back to Back $5 \times 4\frac{1}{2} \times 7\frac{1}{2}$ and rivetted to the Double Angle Bars in Beams; Fire and Aft Side Plates fitted on the Upper part of Middle Deck Beams and D^s in the Lower part of Upper Deck Beams $14 \times 7\frac{1}{2}$, Extended all fore and aft; Examined the Ends of Diagonal Side Plates on Deck Beams, as secured to the Gunwale Plate, and found three Ends efficiently secured with Lapped Rivets (in way of deck fittings) the whole of the others rivetted Upper Deck through fastened with a Nut and Screw Bolt of Iron in each Plank $7 \times 7\frac{1}{2}$ as shown and approved by Sketch and also through the Diagonal Side Plates where practicable; 20 Planks of Deck renewed of 4 in Pitch Pine, the Remainder Lubbed Bright and Planed; The Stringer Plates continued round the fore and after Ends of the Ship by additional Plates $26 \times 7\frac{1}{2}$ rivetted to under side of Beams and Close fitted to face of Frames; To strengthen the fore end or lower part of Bow, 4 Additional Breastworks fitted as shown on Drawing, two framed of plates $1\frac{3}{4}$ thick and two forgings $5 \times 2\frac{1}{2}$ in, and through Bolted to Cant timbers and Skin with $1\frac{1}{4}$ in Yellow Metal Bolts; The Plate Holy measure 5 ft. fore and aft by 10 feet, and 12 feet 6 inches across, two Plate Butches added; Windlass Body renewed of French Oak, and Purchase refitted; The whole of the Through Bow Bolts in Flat of Bottom in way of New Frames shifted out and found to be generally much wasted; the whole of the Frame from Keel to the Height of the Double Bottom Land Drilled and a through $7\frac{1}{2}$ in Nut and Screw Bolt of Yellow Metal driven in every Plank in each Frame to the same height, and from thence to the Old Beams with Iron Nut & Screw Bolt, the Bolts above are in good Condition; The Bolting of Bottom is now as shown on Sketch; The whole of the Frames, Reverse Frames, Stringers &c. where practicable, Scraped or Benten Bright and Recoated with Red Lead and Oil Paints; Flat of Bottom and Frames to the Height of Upper part of Bilge, recoated with Portland Cement and the Ship Secaulked from Keel over all and Sheathed with Yellow Metal in Belt to Middle of Mules. The Bottom or Keel is out of straight as described in Liverpool Report, but we are of opinion that the strengthening of Middle Line Keelson as recommended will prove sufficient to retain the Bottom in its present form; The Frames in the Flat of Bottom appear to have been recently renewed, the Shiftings are generally short but the Frames are all fitted Double and where Cut fitted with Brass Straps.

The recommendations contained in your instructions have now been carefully Complied with, The Workmanship of the Original Build is excellent and the Ship in our opinion is worthy of the favourable Consideration of the Comm. for Classification, the Material used being equal to the 12 Cents Grade by our present suggestion with the exception of a few Planks in Poop Drifts being of Pitch Pine which are in good Condition and the whole of the Bottom Fastenings under the Yellow Metal Sheathing are of Copper and Yellow Metal including Hood Ends.

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