

18 24

	Iron	Inches
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Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Kule
4/8	13 1/2	
7/8	13 1/2	
7/8	12 1/2	
7/8	12 1/2	
7/8	12 1/2	
5 1/2	Don't know	
8 1/4	Don't know	

all the

entire moulding at that place.
 Sadder is Baris Oak of Windlass is French Oak
 — free from all defects.

Transoms, Knight Heads, Hawse Timbers,
Henry Oak
 and are *Henry Oak* free from all defects.
South London, 1787

1802. The Knees of 1st and 2nd Row
Guernsey & American Elm

strakes *Danzig fir* and *7th Oak*

ways { Upper Deck Sanchez, Cuba
Lower Deck _____
Good


prescribed by the Rule, state whether general
3 between, and without step-buttling
White Oak

es and Clamps. *Large Oak*
iron hanging knees, &
lotted in the floorboards,

giving knees, bolted
with iron bolts.

Crutches *One iron*
of plank through and clenched.

manship *Very Good.*



National Endowment for the Humanities
Foundation

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.		Chain.	Second.	Fathoms.	Inches.		No.	Weight.
<i>One suit</i>	Fore Sails, <i>1 spare</i>	<i>Chain</i>	<i>Hand</i>	<i>105</i>	<i>1 1/4</i>	Bower, <i>second hand</i>	<i>3</i>	<i>16.0.0</i>
<i>Complete</i>	Fore Top Sails, <i>1-0</i>	<i>Chain</i>	<i>Hand</i>	<i>65</i>	<i>3/4</i>			<i>15.0.0</i>
<i>Patent</i>	Fore Topmast Stay Sails, <i>1-0</i>	Hawser	<i>New</i>	<i>90</i>	<i>6</i>	Stream, <i>1-0</i>	<i>1</i>	<i>43.0</i>
<i>Lapsail</i>	Main Sails,	Towlines	<i>"</i>	<i>70</i>	<i>9</i>			
<i>Wire</i>	Main Top Sails,	Warp	<i>"</i>	<i>80</i>	<i>5</i>	Kedge, <i>1-0</i>	<i>2</i>	<i>21.1</i>
	and <i>other Complete</i>	All of <i>good</i> quality.						<i>1-1</i>

Her Standing and Running Rigging *New* sufficient in size and *good* in quality.

She has *One* Long Boat and *one Solly boat*.

The present state of the Windlass is *good* Capstan *good* Rudder *good* Pumps *2 iron good*

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<i>8 of March 1864</i>
	2nd. When the Beams are put in, &c.	<i>23 of March 1864</i>
	3rd. { When completed, and before the plank be painted or payed }	<i>22 of June 1864</i>

N.B. The above Chains and Anchors, are of second hand; the Certificate produced of Test proved strain of Chains or Weight of Anchors of the Owner told me he had written to the Secretary to the effect, and purpose to have them tested in London, on the arrival of the vessel, in accordance with the Rules; & thus the Certificate of Test proved strain for this Chain of 13 1/2 the Owner have applied to the Jersey Testing Office, for a duplicate Certificate, & when it is exhibited & handed to me, I shall forward it to you.

Build under special inspection. While building, the Materials used are of good quality of size and description herein specified, and the workmanship, including the Caulking, proved by piece cut out of the bottom plank is good; fastened with treenails and galvanized bolts in all external fastenings down to a strake under the keel, including all the centre bolts in the keel upwards, the chain and preenter bolts; and from thence, the bottom to the keel is fastened with treenails and copper & yellow metal bolts in all external fastenings, including the keel of the cant timbers against fore and after deadwood, to the entire exclusion of iron; all the through bolts are of copper and clenched; subject to the proved Test of the Chains and Anchors, the vessel is well found and well equipped, and I hereby recommend her to the Committee to Clap, and grant the extra year, in accordance to the Supplement No. 160 dated 28 of April 1864

Present condition of Caulking of Bottom, *good* Deck, *good* and Waterways *good*

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed *A 8 years.*

The Amount of the Fee.....£ 3 : 2 : 0 is received by me,

for inspection Special£ 13 : 1 : 0

for the Certificate£ *Gratis*

Committee's Minute *26 July 1864*

Character assigned

1 for 7 years

Peter Collier
Surveyor



Lloyd's Register
Fondation