

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprtd.
		Chain						Bower Anch'rs					
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)					
	Fore Top Sails,	Iron Str'm Chain	165	1 1/16					3	8 1/4		4 1/2	
	Fore Topmast Stay Sails,	Ditto do.										4 1/2	
	Main Sails,	Hmpn Strm Cbl.	45	10/16									
	Main Top Sails,	Hawser	75	6				Stream	1	2 1/2		1 1/2	
		Towlines	75	5				Kedge	1	1 1/4		1/2	
		Warp	100	3				Ditto					
		quality good											

Her Masts, Yards, &c., are in *good* condition, and sufficient in size and length *and partly renewed*
 Her Standing and Running Rigging *quite* sufficient in size and *good* in quality. She has *one* Long Boat and *one other*

The present state of the Windlass is *good* Capstan and Rudder *good* 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?
Two ports

Cargo Hatchways.—How formed? *14" above deck* State size *10' x 8' & 6' x 6'*

If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? *yes* Main Hatchways.—State size

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed
Date	held while build-	2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the
Date	35.	plank be painted or payed

No. in Builder's Yard.

General Remarks. *Continuation: Sec. 54, Survey N^o 2.*

The Vessel placed on Patent Slip, Yellow Metal stripped off the bottom, the outside planking from keel to gunwale scraped and dubbed bright. The hold cleared, all the air-courses and limbers cleared, all treenails in one strake in the wales fore and aft on each side driven out. One strake of wales removed, also on each bow and buttock. the treenails and bolts driven out according to the Rules. The listings cut in the ceiling, a strake of deck next the waterway on each side removed. The windlass unhung and the lining sufficiently stripped.

All the timbers were found in good condition and looking quite fresh, also the outside planking, ceiling, deck beams, waterway and deck are in good condition and the quality of the wood very good.

The repairs have been, re-bolting the middle line in the stem and stern post, also the wales and waterways. The vessel has been caulked all over and sheathed with new metal.

I am of opinion that the vessel is in good condition and is fit to be classed A1 in the Register Book for six years from 1881.

Present condition of Caulking of Bottom *Recaulked* Deck, *do.* and Waterways *do.*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metal *Yellow Metal* When last done *now*

I am of opinion this Vessel should be Classed *A1 for 6 years from 1881* *E J Wallcut*

The Amount of the Entry Fee£ 1 : 0 : 0 received by me, *3rd September*

Special£ 4 : 4 : 0 1883 *Emil Taddeus*

Certificate£ 2 : 6 Surveyor to Lloyd's Register of British and Foreign Shipping.

Travelling Expenses, if any, £

Committee's Minute *FRIDAY 7 SEPT 1883* 18

Character assigned *A1 for 6 years*

Route A1 for 6 years from 1881

TRW *Me 83* *11.2.83*

(The surveyors are requested not to write on or below the space for Committee's Minute.)

