

Workmanship. Are the lands or laps of the clench work in all cases sufficiently wide to take the rivets and support the strain on them? *they are*
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *they do*
 Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths? *with slivers*
 Do the holes for rivetting plate to lining piece, or plate to plate, &c. answer well to each other? *they do* and are the rivet holes well and sufficiently counter sunk in the outer plate? *well counter sunk*
 Are there any rivets which either break into or have been put through the seams or butts of the plating? *very few*
 Was the plating caulked internally in the wake of the frames or ribs? *chimed or caulked*

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

| She has SAILS. | | | CABLES, &c. | | ANCHORS, and their weights. | |
|---|--------------------------|---------|-----------------------------|---------|-----------------------------|--------------------|
| No. | Description | Fathoms | Description | Inches. | No. | Description |
| 2 | Square sail | 150 | Chain | 3/4 | 2 | 3 Cwt Rogers' Pat. |
| 4 | Fore Sails, <i>filed</i> | 50 | Hempen Stream Cable | 6 | 1 | 6 1/2 Cwt |
| 4 | Fore Top Sails, | 90 | Hawser | — | 1 | — |
| — | Fore Topmast Stay Sails, | — | Towlines | — | — | — |
| 2 | Main Sails, | — | Warp | 5 | — | — |
| 1 | Main Top Sails, | 90 | All of <u>good</u> quality. | — | — | — |
| and <i>one Mizzen</i> | | | | | | |
| <i>1 fore top sail & top gallant sail</i> | | | | | | |

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has one jolly Boat Long Boat and

The present state of the Windlass is good Capstan winch and Rudder effect Pumps effect

GENERAL REMARKS.

Statement and date of repairs; extent of corrosion (if any) both internally and externally; and condition of rivets.

This vessel was at the request of the Owners Specially Surveyed Per Order No. 33. - But having received a Certificate from the Board of Trade. will account for their having refused to pay the fees to this Society.
 She has three Bulkheads. - & the workmanship throughout would not bear the closest inspection.
 She was intended to be (I believe) now used as a Tug at Liverpool.

Liverpool March 5th 1853

This vessel is now a three masted Schooner and is well found in masts, spars, rigging, sails, chain cables, anchors and warps. Is now in a fit and efficient state for the safe conveyance of dry and perishable cargoes, to and from all parts of the world.

In what manner are the surfaces preserved from oxidation? By 2 coats of Red lead outside & two inside.

I am of opinion this Vessel should be Classed A 1

The Amount of the Fee... Clipping 1 : - : - is received by me, He
 Special £ 2 : 2 : -

Certificate (if required) £ 5 : -
(if necessary) 3 due in London

Committee's Minute 11th March 1853

Character assigned A 1 *Result of*

