

18130

Recd 4 April



**Workmanship.** Are the lands or laps of the clenchwork in all cases sufficiently wide to take the rivets and support the strain on them?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Do the fillings between the ribs and plates fill in all solid with sliver pieces, or are they in short lengths?

Do the holes for rivetting plate to lining piece, or plate to plate, &c., answer well to each other? and are the rivet holes well and sufficiently countersunk in the outer plate?

Are there any rivets which either break into or have been put through the seams or butts of the plating?

Was the plating caulked internally in the wake of the frames or ribs?

*The Workmanship appears to be good throughout.*

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

| N <sup>o</sup> . |                          | Fathoms. |                             | Inches. | N <sup>o</sup> . |                             |
|------------------|--------------------------|----------|-----------------------------|---------|------------------|-----------------------------|
| 1                | Fore Sails,              | 160      | Chain .....                 | 1 1/2   | 2                | Bower, <i>Browers 6 cwt</i> |
| 2                | Fore Top Sails,          | 3        | Hempen Stream Cable .....   | 1       | 1                | Stream, <i>3 cwt</i>        |
| 3                | Fore Topmast Stay Sails, | 1        | Hawser .....                | 6       | 1                | Kedge, <i>1 cwt</i>         |
| 4                | Main Sails,              | 1        | Towlines .....              | 5       |                  |                             |
| 5                | Main Top Sails,          | 1        | Warp .....                  | 5       |                  |                             |
| and              |                          |          | All of <u>good</u> quality. |         |                  |                             |

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

She has a Long Boat and a Life Boat

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

### GENERAL REMARKS.

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

*Now done All outside and inside the Plating has been scraped, the Bottom payed with two Coats of Red Lead and from thence upwards two Coats of Black Varnish, Inside Coated with Red Lead, Deck Caulked.*

*Her Screw and Funnel have been unshipped and are stowed in the Hold, Aperture for the screw has been filled up plated over and apparently made secure.*

*Her Cabin is a House upon Deck Amids hip  
Length 25 feet, Breadth 13-0 and height above Main Deck 4-9*

*She has been trading from London to the Channel Islands since she was Built*

In what manner are the surfaces preserved from oxidation?

*Outside } the Bottom Coated with Red Lead and  
above it Black Varnish  
Inside } Coated with Red Lead*

I am of opinion this Vessel should be Classed A/

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

Special .....£ 2 : 2 : 0

Certificate (if required) .....£ : 5 : -

Committee's Minute 5<sup>th</sup> April 1853

Character assigned A/

*Done by Secy*

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