



383 g Iron

**Workmanship.** Are the lands or laps of the clenwork in all cases in breadth at least five times the diameter of the rivets in double rive edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? Yes  
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes  
 Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? single pieces  
 Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? generally so and are the rivet holes well and sufficiently countersunk in the outer plate? Yes  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? No

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

She has SAILS.		CABLES, &c.		Common ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
Two shut complete and	Fore Sails,	Mersey dock board Chain <u>test produced = 59-0-0</u>	300	1 1/16	Bower, <u>test produced = 130-12-0</u>	32-2-16
	Fore Top Sails,	<u>Chain No 1 &amp; 26</u>				6-2-16
	Fore Topmast Stay Sails,	Keelson Stream Cable	50	1	Bower, Mersey test - 70s	32-2-20
	Main Sails,	Hawser	90	11	Stream, produced = 130-12-3	39-1-0
	Main Top Sails,	Towlines	90	9	Bower, Mersey test 125-14-0	26-4-12
	Warp	90	5 1/2	Stream	5-1-20	
	All of <u>Best</u> quality.			Kedge,	31-2-4	
				Wedge	15-2-14	
					6-2-8	
					3-1-6	

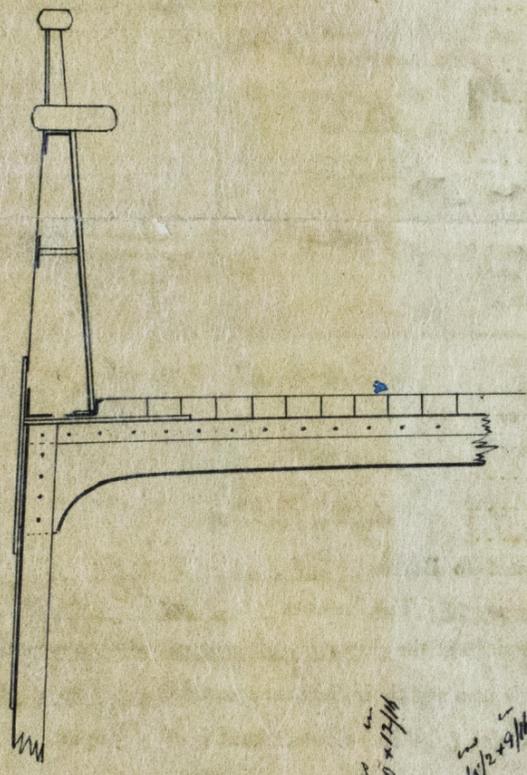
Her Standing and Running Rigging wire & hemp sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass is good Capstan good and Rudder good Pumps Main 7<sup>th</sup> dia (Patent) & pump in fore compartment

**General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.**

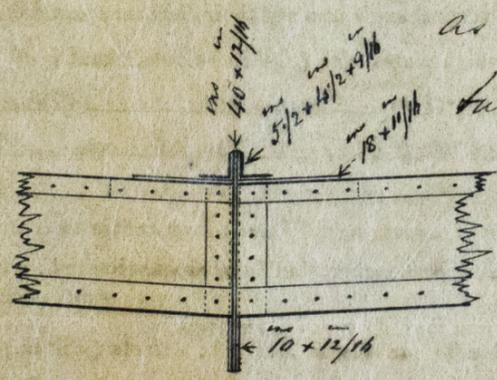
- 1st. On the several parts of the frame, when in place, and before the plating was wrought During the whole  
 2nd. On the plating during the progress of rivetting \_\_\_\_\_  
 3rd. When the beams were in and fastened, and before the decks were laid time of building &  
 4th. When the ship was complete, and before the plating was finally coated while fitting out.  
 5th. After the ship was launched \_\_\_\_\_



Has a full Poop 52 feet long, Beams for sides of Built iron 7 1/16 with two Angle irons 2 1/2 + 2 1/2 + 5/16 on top edge, Stringer Plates 22 1/16, Deck ties 9 1/2 + 9/16, Outside plating 6/16 & double rivetted, Deck 4/16 one 3 shut.

Also a full Forecastle 28 ft long, the Beams, Stringer plates, ties, outside plating & deck all same as Poop. A deck house 27 + 14 fitted aft-side of Foremast

Foremast 84 + 30 (Iron) Plates 6/16 & 5/16 having 4 Angle irons 4 + 3 + 1/2, single rivetted in seams & double in butts, Mainmast 85.8 + 30 (Iron). Mizenmast 75.3 + 24 (Iron) plates, single irons & rivetting same as Foremast. Bowsprit 30 dia plates &c same as foremast



but triple rivetted in the butts. Fore, Main, Crossjack & Fore & Main top-sail yards all of steel, Plates 4/16 at flings & 2/16 at arms having 3 Angle irons 3 + 2 1/2 + 1/4, single rivetted in seams & triple in butts.

Is well built throughout.

In what manner are the surfaces preserved from oxidation? Portland Cement in flat of bottom & red Lead through

I am of opinion this Vessel should be classed A1

The amount of the Fee ..... £ 5 : : : is received by me,

Special ..... £ 59 : 6 : :  
 Certificate (if required) ..... £ Gratis 19/1/64

Committee's Minute Sped. 22<sup>nd</sup> November 1864

Character assigned A1 - Built under Special Survey (A.C.2.)

*E. Wheeler*



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