

orkmanship. Are the lands or laps of the clenckwork in all cases in at least five and a half times the diameter of the rivet
 rivetted-edges and butts, and at least three and a quarter 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? Yes or are they in short lengths of various thicknesses?
 Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes 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? None in Stems, a few in the Butts

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. (If they are of Iron or Steel give the
 Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing
 the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

She has SAILS.		CABLES, &c.			ANCHORS, and their weights.				
No.		Fathoms.	Inches.	Tested to Tons.	No.	Weight. Ex. Stock Tons.	Tested to Tons.		
No. <u>Complete</u>	Fore Sails,	Chain	<u>240</u>	<u>1 1/4</u>	<u>28.2.0</u>	Bowers, <u>Solus Patent</u>	<u>8</u>	<u>13.8.0</u>	<u>15.8.0</u>
	Fore Top Sails,	Hampen Stream Cable <u>shot links</u>	<u>40</u>	<u>3/8</u>	<u>7.17.2.0</u>			<u>13.2.14</u>	<u>15.8.2.1</u>
	Fore Topmast Stay Sails,	Hawser <u>Manilla</u>	<u>90</u>	<u>5/2</u>	<u>5.12.2.0</u>			<u>11.0.7</u>	<u>12.18.3.0</u>
	Main Sails,	Towlines <u>5/2</u>	<u>90</u>	<u>7/2</u>		Stream, <u>4 stock</u>	<u>1</u>	<u>5.1.10</u>	<u>7.14.0.7</u>
	Main Top Sails,	Warp				Kedges, <u>5/2</u>	<u>2</u>	<u>2.3.0</u>	<u>5.5.0.0</u>
	Main Topmast Stay Sails, and <u>others as required</u>	All of <u>good</u> quality.						<u>1.2.0</u>	

Her Standing and Running Rigging Wire & Manilla sufficient in size and good in quality.

She has One Life Long Boat and four other boats

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

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Special Survey
 No. 89 Surveys held 2nd. On the plating during the progress of rivetting
 Date 11th May 1865 while building 3rd. When the beams were in and fastened, and before the decks were laid First Survey 12th Nov
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated Last Survey 11th Nov
 No. Section 18. 5th. After the ship was launched

Date _____ State if she has a Spar Deck _____ Poop Yes Forecastle Yes

General Remarks,
 Poop and forecabin framed and plated in accordance with the rules - Plating single rivetted at Edges - Butts of plating stringers and tie plates double rivetted -
 Eleven 4 x 3 1/2 x 7/16 single angle iron beams fitted in main hold before engine room bulkhead, which with the Bulb Beams fitted, brings spacing to 42 ins. - 3" Red pine deck laid
 Cable and Anchor certificates from Lloyds Lipton Proving House and signed Samuel Ferguson

Custom House tonnage

Tonnage under Deck	502.21	If under 500 equal to A
Poop	50.77	
Mess Room	4.27	
Access	5.60	
	<u>562.85</u>	

In what manner are the surfaces preserved from oxidation? Inside The flat & turn of Bulk Cemented Remanded Plates
 Ditto ditto Outside with three coats of Paint

I am of opinion this Vessel should be Classed B when compared with the 500 ton class
 The amount of the Fee £ 3 : - : - is received by me, Wm Davidson
 Special £ 28 : 3 : -
 Certificate (if required) £ - : - : -
 Committee's Minute 14th November 1865
 Character assigned B / A & C, P
 30 Nov 1865
 Signed to A 12

as this vessel only exceeds 500 tons by 2 tons I beg to recommend her for the favourable consideration of the Committee for the A & C class

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