

(3747) *Vine* ANNUAL SURVEYS.

27863

No. *102* Survey held at *London* Date *October 10th to 20th 1866*
 on the *U.S.S. "John Brogden"* Master *G. Carr*
 Tonnage *540* Built at *Newcastle* When built *1866*
 By whom built *—* Owners *A. Brogden*
 Port belonging to *Swansea* Destined Voyage *Coasting*
 If Surveyed Afloat or in Dry Dock *Prices Dry Dock*

Last Survey, No. *4758* Port of *Iron.* Classed *A.I.*
6.66.

The present Condition of the

Decks <i>Good where seen</i>	Rivets <i>Good where seen</i>	Windlass and Capstan <i>Good</i>
Waterways <i>"</i>	Breasthooks and Stemson <i>"</i>	Pumps <i>"</i>
Comings <i>"</i>	Transoms, Pointers, and Crutches <i>"</i>	Boats <i>"</i>
Upper Deck Beams & Fastenings <i>"</i>	Timbers <i>Frames</i> at the Openings <i>"</i>	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings <i>"</i>	Ribs ditto at other places <i>"</i>	Sails <i>Sufficient</i>
Planksheers <i>"</i>	Keelsons <i>"</i>	Anchors No. of <i>"</i>
Sheerstrakes <i>"</i>	Clamps and Shelves <i>"</i>	Cables <i>"</i>
Oppsides <i>"</i>	Ceiling <i>"</i>	Hawsers and Warps <i>"</i>
Sides <i>Planks</i> (Bottom) and Counter <i>"</i>	Rudder <i>"</i>	Standing & Running Rigging <i>"</i>

General Observations and Opinion,

Caulking of Bottom, Deck, and Waterways

The bottom has now been cleaned and painted: she appears to be in good and efficient condition, and eligible, in my opinion, to remain as classed.

Committee's Minute *6th November 1866*

Character assigned *A. I.*

Certificate (if required)

No. *102* Survey held at *London* Date *October 22nd to 25th 1866*
 on the *U.S.S. "Cromwell"* Master *Maybank*
 Tonnage *534* Built at *Glasgow* When built *1865*
 By whom built *—* Owners *General Sir John Collier Bart.*
 Port belonging to *London* Destined Voyage *Coasting*
 If Surveyed Afloat or in Dry Dock *Upper Globe Dock*

Last Survey, No. *4100* Port of *Iron.* Classed *A.I.*
5.651

The present Condition of the

Decks <i>Recauled</i>	Rivets <i>Good where seen</i>	Windlass and Capstan <i>Good</i>
Waterways <i>"</i>	Breasthooks and Stemson <i>"</i>	Pumps <i>"</i>
Comings <i>"</i>	Transoms, Pointers, and Crutches <i>"</i>	Boats <i>"</i>
Upper Deck Beams & Fastenings <i>"</i>	Timbers <i>Frames</i> at the Openings <i>"</i>	Masts, Yards, &c. <i>"</i>
Lower Deck Beams & Fastenings <i>"</i>	Ribs ditto at other places <i>"</i>	Sails <i>Sufficient</i>
Planksheers <i>"</i>	Keelsons <i>"</i>	Anchors No. of <i>"</i>
Sheerstrakes <i>"</i>	Clamps and Shelves <i>"</i>	Cables <i>"</i>
Oppsides <i>"</i>	Ceiling <i>"</i>	Hawsers and Warps <i>"</i>
Sides <i>Planks</i> (Bottom) and Counter <i>"</i>	Rudder <i>"</i>	Standing & Running Rigging <i>"</i>

General Observations and Opinion,

Caulking of Bottom, Deck, and Waterways

The bottom has now been cleaned and painted: she appears to be in good and efficient condition and eligible, in my opinion, to remain as classed.

Committee's Minute *5th November 1866*

Character assigned *A. I.*

Certificate (if required)