

6564 Iron.

The Condition of the skin plating, keels of the same, and plates in all respects found in satisfactory state, and no appearance of any movement. Waterways scraped bright. Muddles unbung and linings renewed. Chain cables ranged on deck.

Renewed of deck both sides from the Hatchways to foremast and in length from the after part of main Hatch to the Fore Hatch with $\frac{3}{8}$ " yellow pine. Main and Fore Hatch Coverings put on new, $\frac{3}{8}$ " plate and Cope iron on top edge. The Hold beam of bulk $4 \times \frac{3}{4}$ and two angles on top edge $3 \times 3 \times \frac{1}{16}$. - Other new bulwarks both sides. Garboard Stands & pipe new. - Staves and Coats to bulkheads overhauled and repaired. Sail new. Carling.

Painted the flat of deck waterway seams and painted stanchions. Repainted inside with two coats of Red Lead, and two coats outside, and Black varnish on the bottom to 5 ft water line.

Rigging and Boils overhauled and repaired. See Engineer's Certificate. - Sails repaired. - The new boat. Trawl and one trap new.

It will be seen from the "First-party" report that with some trifling exceptions, the scantlings are equal to the requirements of the Rules for the $\frac{A}{2}$ grade. The most important difference exists in the plates of outside ^{plating} being single riveted from the garboard stake to upper part of bilges, and the lower edge of the sheer stake, which appears to have been admitted on the original Classification.

W. Luke

A. Harding.