

70272

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double 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? or are they in short lengths of various thicknesses? solid long lengths
 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? a few

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.

Testing House "Cardiff" - Alex Taylor Sept-

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	300	1 1/16	5 1/4	1 1/16	5 1/4	Bowers	1	29.2.18	28 1/2	27.3.0	26 1/2
	Fore Top Sails,								1	29.1.13	28 1/2	27.3.0	26 1/2
	Fore Topmast Stay Sails	Hempen Stream Cable	90	1 1/16	-	-	-	Stream	1	23.3.20	23 1/2	23.2.10	23 1/2
	Main Sails,	Hawser	90	10	-	10	-	Kedges	1	11.3.6	-	11.0.0	In
	Main Top Sails,	Towlines	"	8	-	6	-		1	5.3.14	-	5.2.0	
	and	Warp	"	6	-	"	-	1	2.3.16	-	2.3.0		
		All of <u>good</u> quality.	120	5	-	"	-						

Her Standing and Running Rigging is sufficient in size and good in quality.
 She has two Iron Life Long Boats and four others
 The present state of the Windlass is good Capstan good and Rudder good Pumps 3 deck, engine &c

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
 No. 668 Surveys held 2nd. On the plating during the progress of rivetting
 Date 12 Aug 1868 while building 3rd. When the beams were in and fastened, and before the decks were laid
 Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated
 No. 1 Section 18. 5th. After the ship was launched
 Date 1
 State if she has a Raised Spar Deck Quarter Deck Peep and or Forecastle ---

General Remarks,
 The whole of the butts of outside plating, and upper deck stringer plate for one-half the length in midships, are triple chain rivetted, all other butts throughout the vessel double chain rivetted; the lands of plating all fore and aft to the upper turn of bilge, and for one-half the length in midships up to sheerstake, all double chain rivetted, the remainder, single rivetted.
 In all other respects the vessel has been built in accordance with the Midship section, herewith returned, and per Secretary's letter 15th August 1868.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement and Paint
 Ditto ditto Outside Three Coats of Paint

I am of opinion this Vessel should be Classed B 1
 The amount of the Fee£ 5: 0: 0 is received by me,
 * Man Special£ 73: 6: 0
 Certificate (if required)£ 0: 0: 0

Committee's Minute 4th May 18 69

Character assigned B 1
Mc A 101 WMS

Harding
 This Green Steamship built by Messrs. appears eligible for Classification as recommended above.
 Lloyd's Register
 3/09

Lloyd's Register of Shipping