

IRON SHIPS.

No. 23260 Survey held at Liverpool Date, First Survey 17th April Last Survey 3rd May 1872
On the 18th "CECILIA" Master Kurze

Tonnage under Tonnage Deck 574.61

Ditto of Third Spar, or Awaiting Deck. 1.32

Ditto of Peep, or Raised Qr. Dk. 35.41

Ditto of Houses on Deck 611.64

Tonnage 611.64

Space, Rule none

Tonnage, Beam 611.64

on Off 47554

as a 162

on Beams 10 1/2

ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.

Half moulded breadth 14" 0

Depth from upper part of Keel to top of Upper Deck Beams 20.12

Girth of Half Midship Frame (as per Rule) 30.834

1st Number 10547 Length 162.102

2nd Number 8.09 4th Number 5.8

Depths to Length 8.09 Breadths to Length 5.8

THREE DECKED VESSELS.

Half Moulded Breadth 14" 0

Total Depth if three or more Decks 20.12

Total Girth of Half Midship Frame 30.834

3rd Number 10547 Length 162.102

4th Number 8.09 Breadths to Length 5.8

Built at Preston

When built 1863 Launched August

By whom built Thacker

Owners P. Nelson & Co

Port belonging to Liverpool

Destined Voyage Valparaiso

If Surveyed while Building, Afloat, or in Dry Dock.

Dimensions of Ship per Register, length 162.9 breadth 28.1 depth 18.7

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	<u>2 1/2</u>	<u>2 1/2</u>	Plates in Garboard Strakes, breadth and thickness	<u>28 1/2</u>	<u>11 5/8</u>
Do. if centre through plate, depth and thickness	<u>2 1/2</u>	<u>2 1/2</u>	Do. from Garboard to upper part of Bilges	<u>9 1/8</u>	<u>3 1/8</u>
Stem, if bar iron, moulding and thickness	<u>2 1/2</u>	<u>2 1/2</u>	Do. of doubling at Bilge, or increased thickness, and length applied	<u>9 1/8</u>	<u>3 1/8</u>
Stern-post for Rudder do. do.	<u>2 1/2</u>	<u>2 1/2</u>	Do. fin up part of Bilge to l.r. edge of Sh'rstrake	<u>25 1/4</u>	<u>10 1/8</u>
Stern-post for Propeller	<u>21</u>	<u>21</u>	Do. Main Sheerstrake, breadth and thickness	<u>25 1/4</u>	<u>10 1/8</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>	Do. of doubling at Sh'rstrake, & length applied	<u>25 1/4</u>	<u>10 1/8</u>
Frames, size of Angle Iron, for 1/2 length amidships	<u>3 3/4</u>	<u>3 3/4</u>	Do. from Main to Upper or Spar Dk. Sh'rstrake	<u>25 1/4</u>	<u>10 1/8</u>
Do. for 1/4 at each end	<u>3 3/4</u>	<u>3 3/4</u>	Do. Upper or Spar Dk. Sh'rstrake, breadth & thickness	<u>25 1/4</u>	<u>10 1/8</u>
Reversed Frames, size of Angle Iron	<u>3 3/4</u>	<u>3 3/4</u>	Butt Straps to outside plating, breadth & thickness	<u>10</u>	<u>10</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>14</u>	<u>14</u>	Lengths of Plating	<u>5 spaces</u>	<u>5 spaces</u>
Do. at the ends	<u>13</u>	<u>13</u>	Shifts of Plating, and Stringers	<u>Plating 4 1/2" Strs</u>	<u>Plating 4 1/2" Strs</u>
Do. do. do. at Bilge Keelson	<u>34</u>	<u>34</u>	Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness	<u>30</u>	<u>8 1/2</u>
Do. height extended at the Bilges	<u>34</u>	<u>34</u>	Angle Iron on ditto	<u>3 1/2 x 3 1/2</u>	<u>23</u>
Beams, Upper, Spar, or Awaiting Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	<u>7</u>	<u>7</u>	Tie Plates (fore and aft), outside Hatchways	<u>10</u>	<u>8 1/2</u>
Single or double Angle Iron on Upper edge	<u>3 1/2</u>	<u>3 1/2</u>	Diagonal Tie Plates on Beams (No. of Pairs)	<u>none</u>	<u>4 1/4 x 3 1/4 x 7/16</u>
Average space	<u>3 ft 6 in</u>	<u>3 ft 6 in</u>	Planksheer material and scantling	<u>Gutter</u>	<u>10 1/2</u>
Beams, Main or Middle Deck (No. single or double Angle Iron, Plate or Tee Bulb Iron)	<u>3 1/2</u>	<u>3 1/2</u>	Waterways do. do.	<u>2 1/2</u>	<u>10 1/2</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	Plat of Upper Deck do. do.	<u>2 1/2</u>	<u>10 1/2</u>
Average space	<u>3 ft 6 in</u>	<u>3 ft 6 in</u>	How fastened to Beams	<u>nut & bolt</u>	<u>3 1/2</u>
Beams, Lower Deck, Hold or Orlop (No. single or double Angle Iron, Plate or Tee Bulb Iron)	<u>7</u>	<u>7</u>	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	<u>3 1/2</u>	<u>3 1/2</u>
Single or double Angle Iron on Upper Edge	<u>3 1/2</u>	<u>3 1/2</u>	(Is the Stringer Plate attached to the outside plating?)	<u>Yes</u>	<u>Yes</u>
Average space	<u>3 ft 6 in</u>	<u>3 ft 6 in</u>	Angle Irons on ditto (No. 1)	<u>4 x 4 x 8</u>	<u>none</u>
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	<u>15</u>	<u>15</u>	Stringer or Tie Plates, outside Hatchways	<u>10</u>	<u>8 1/2</u>
Do. Bulb Plate to Intercostal Keelson	<u>3 1/2</u>	<u>3 1/2</u>	Flat of Lower Deck	<u>3 1/2 x 3 1/2</u>	<u>4 1/4 x 3 1/4 x 7/16</u>
Do. Size of Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	Ceiling betwixt Decks, thickness and material	<u>5 1/2</u>	<u>3</u>
Do. Side Intercostal Keelson, size of Plates	<u>3 1/2</u>	<u>3 1/2</u>	Do. in hold do. do.	<u>5 1/2</u>	<u>3</u>
Do. Angle Irons on tops of Floors	<u>3 1/2</u>	<u>3 1/2</u>	Main piece of Rudder, diameter at head	<u>4 1/2</u>	<u>4 1/2</u>
Do. Bilge Keelson, Bulb Iron	<u>3 1/2</u>	<u>3 1/2</u>	Do. do. at heel	<u>3</u>	<u>3</u>
Do. do. Intercostal plates riveted to plating for 1/2 length	<u>3 1/2</u>	<u>3 1/2</u>	(Can the Rudder be unshipped afloat?)	<u>Yes</u>	<u>Yes</u>
Do. do. Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	Bulkheads No. <u>2</u> Thickness of <u>5/16</u>	<u>5/16</u>	<u>2 3/4</u>
Side Stringers (No. 1) size of Angle Irons	<u>3 1/2</u>	<u>3 1/2</u>	Do. Height up <u>Upper Deck</u>	<u>11 1/2</u>	<u>18</u>
Do. Intercostal plates riveted to plating for 1/2 length	<u>3 1/2</u>	<u>3 1/2</u>	Do. How secured to the sides of the ship <u>by double plates</u>	<u>by double plates</u>	<u>by double plates</u>
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.	<u>Iron</u>	<u>Iron</u>	Do. Size of Vertical Angle Irons <u>3 1/2 x 3 1/2</u> and their distance apart <u>4 ft</u>	<u>3 1/2 x 3 1/2</u>	<u>4 ft</u>
Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>	<u>Iron</u>	<u>Iron</u>	Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>	<u>Yes</u>	<u>Yes</u>
Windlass <u>Eup. Oak</u> Pall Bitt <u>Iron</u>	<u>Eup. Oak</u>	<u>Iron</u>			
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u>	<u>Keel</u>	<u>Gunwale</u>			
The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line <u>2 ft each side</u> to <u>Hold Beams</u> and to <u>Deck Stringers</u> alternately	<u>across</u>	<u>2 ft each side</u>			
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>	<u>Yes</u>	<u>Yes</u>			
Plates, Garboard, double or <u>single</u> Riveted to Keel, double or <u>single</u> at upper edge, with Rivets (<u>2 1/2</u> in.) diameter, averaging (<u>2 1/2</u> ins.) from centre to centre.	<u>single</u>	<u>2 1/2</u> in.			
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or <u>single</u> Riveted; with Rivets (<u>2 1/2</u> in.) diameter, averaging (<u>2 1/2</u> ins.) from centre to centre.	<u>single</u>	<u>2 1/2</u> in.			
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (<u>11 5/8</u>) thick, double or <u>single</u> Riveted; with Rivets (<u>2 1/2</u> in.) diameter averaging (<u>2 1/2</u> ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>	<u>single</u>	<u>2 1/2</u> in.			
Do. of <u>Strakes</u> at Bilge for <u>length</u> , treble riveted with Butt Straps <u>thicker</u> than their plates.	<u>length</u>	<u>thicker</u>			
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (<u>1 1/2</u>) thick, or clencher, double or <u>single</u> riveted; with rivets (<u>2 1/2</u> in.) diameter, averaging (<u>2 1/2</u> ins.) from centre to centre.	<u>1 1/2</u>	<u>2 1/2</u> in.			
Do. Edges of Sheerstrake, <u>Main</u> , double or <u>single</u> Riveted. Upper, double or single Riveted. At upper edge <u>double bar</u> At lower edge <u>double</u>	<u>Main</u>	<u>double bar</u>			
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (<u>8 1/2</u>) thick, double or <u>single</u> Riveted; with Rivets (<u>2 1/2</u> in.) diameter, averaging (<u>2 1/2</u> ins.) from centre to centre.	<u>8 1/2</u>	<u>2 1/2</u> in.			
Do. Butts of Main Sheerstrake, double or <u>treble</u> Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or <u>treble</u> Riveted	<u>treble</u>	<u>treble</u>			
+ for <u>1/2</u> length amidships. Breadth of laps of plating in double Riveting (<u>1 1/2</u>) Breadth of laps of plating in single Riveting (<u>1 1/2</u>)	<u>1 1/2</u>	<u>1 1/2</u>			
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>double</u>	<u>double</u>	<u>double</u>			
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)	<u>by Plate (Bulb) Rises</u>	<u>by Plate (Bulb) Rises</u>			
Beams of the various Decks, how secured to the sides? <u>by Plate (Bulb) Rises</u> No. of Breasthooks, <u>4</u> Grutches, <u>4</u>	<u>by Plate (Bulb) Rises</u>	<u>4</u>			
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	<u>Iron</u>	<u>Iron</u>			
Manufacturer's name or trade mark,	<u>Iron</u>	<u>Iron</u>			

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature,

Surveyor's Signature,

Will. C. Davay Lloyd's Register

IRON 451-0083

IRON

HIPS.

No. 23260 Survey held at Liverpool
On the 18th 'CECILIA'

Surveyed by Wm. C. Davy Last Survey 3rd May 1872
Master George

Tonnage under Tonnage Deck 574.61
Ditto of Third Spar, or of Awning Deck 1.32
Ditto of Fourth Spar, or of Awning Deck 1.32
Ditto of Houses on Deck 35.41
Ditto of Forecastle 1.32
Tonnage 611.64
Space, Rule None
Tonnage, Team 611.64
Ditto of 47534
Ditto of 105
Ditto of 8.0

ONE, OR TWO DECK SPAR, OR AWNING DECKED VESSELS.
Half moulded breadth 14
Depth from upper part of Keel to top of Upper Deck Beams 20
Girth of Half Midship Frame (as per Rule) 20
1st Number 162
2nd Number 105
Depths to Length 8.0

ED VESSELS.
Built at Preston
When built 1863 Launched 1863
By whom built Thacker
Owners P. Nelson & Co
Port belonging to Liverpool
Destined Voyage Valparaiso
If Surveyed while Building, Afloat, or in Dry Dock.

How are the secured in deck, for clearing
How are the secured in quality
Feet. Inches. 18 11 1/2
Power of Engines, —
N^o. of Decks with flat laid 2
N^o. of Tiers of Beams 2

Dimensions of Ship per Register, length 162.9 breadth 28.5
Feet. Inches. 162 10 1/2 Moulded Breadth, 28 0
Feet. Inches. 162 10 1/2 Moulded Breadth, 28 0
Feet. Inches. 162 10 1/2 Moulded Breadth, 28 0

Keel, if bar iron, depth and thickness 12 x 2 1/2
Do, if centre through plate, depth and thickness 12 x 2 1/2
Stem, if bar iron, moulding and thickness 12 x 2 1/2
Stern-post for Rudder do. 12 x 2 1/2
Stern-post for Propeller 12 x 2 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 21
Frames, size of Angle Iron, for 1/2 length amidships 3 1/2 x 7/16
Do, for 1/2 at each end 3 1/2 x 7/16
Reversed Frames, size of Angle Iron 3 1/2 x 7/16
Floors, depth and thickness of Floor Plate at mid line for half the length amidships 14
Do, at the ends 13
Do, do, at Bilge Keelson 13
Do, height extended at the Bilges 34
Beams, Upper, Spar, or Awning Deck (No.) 7
Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 7/16
Single or double Angle Iron on Upper edge 3 1/2 x 7/16
Average space 3 1/2
Beams, Main or Middle Deck (No.) 7
Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 7/16
Single or double Angle Iron on Upper edge 3 1/2 x 7/16
Average space 3 1/2
Beams, Lower Deck, Mold or Orlop (No.) 7
Single or double Angle Iron, Plate or Tee Bulb Iron 3 1/2 x 7/16
Single or double Angle Iron on Upper edge 3 1/2 x 7/16
Average space 3 1/2
Keelson Centre line, single or double plate, 15
Do, 15
Do, Size of Angle Irons 3 1/2 x 7/16
Do, Side Intercoastal Keelson, size of Plates 3 1/2 x 7/16
Do, Angle Irons on tops of Floors 3 1/2 x 7/16
Do, Bilge Keelson, 3 1/2 x 7/16
Do, do, Intercoastal plates riveted to plating for 1/2 length 3 1/2 x 7/16
Do, do, Angle Irons 3 1/2 x 7/16
Side Stringers (No.) size of Angle Irons 3 1/2 x 7/16
Do, Intercoastal plates riveted to plating for 1/2 length 3 1/2 x 7/16

1st Keel-Plates, breadth and thickness 12 x 2 1/2
Plates in Garboard Strakes, breadth and thickness 12 x 2 1/2
Do, from Garboard to upper part of Bilges 12 x 2 1/2
Do, of doubling at Bilge, or increased thickness, and length applied 12 x 2 1/2
Do, from up part of Bilge to h. edge of Sh'rstrake 12 x 2 1/2
Do, Main Sheerstrake, breadth and thickness 12 x 2 1/2
Do, of doubling at Sh'rstrake, & length applied 12 x 2 1/2
Do, from Main to Upper or Spar Deck Sh'rstrake 12 x 2 1/2
Do, Upper or Spar Deck Sh'rstrake, breadth and thickness 12 x 2 1/2
Butt Straps to outside plating, breadth & thickness 10
Lengths of Plating 10
Shifts of Plating, and Stringers 10
Gunwale Plate on ends of 10
Upper Deck Beams, breadth and thickness 10
Angle Iron on ditto 10
Tie Plates (fore and aft), outside Hatchways 10
Diagonal Tie Plates on Beams (No. of Pairs,) 10
Planksheer material and scantling 10
Waterways do. do. 10
Flat of Upper Deck do. do. 10
How fastened to Beams 10
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 10
(Is the Stringer Plate attached to the outside plating?) 10
Angle Irons on ditto (No.) 10
Tie Plates, outside Hatchways 10
Diagonal Tie Plates on Beams (No. of pairs,) 10
Waterways materials and scantlings 10
Flat of Middle Deck do. do. 10
How fastened to Beams 10
Stringer Plates on ends of Lower Deck, Mold or Orlop Beams 10
(Is the Stringer Plate attached to the outside plating?) 10
Angle Irons on ditto (No.) 10
Stringer or Tie Plates, outside Hatchways 10
Flat of Lower Deck 10
Ceiling betwixt Decks, thickness and material 10
Do, in hold do. do. 10
Main piece of Rudder, diameter at head 10
Do, do, at heel 10
(Can the Rudder be unshipped afloat?) 10
Bulkheads No. 10 Thickness of 10
Do, Height up 10
Do, How secured to the sides of the ship 10
Do, Size of Vertical Angle Irons 10 and their distance apart 10
Do, Are the outside Plates doubled two spaces of Frames in length? 10

Transoms, material Iron or, if none, in what manner compensated for.
Knight-heads Iron Hawse Timbers Iron
Windlass Eng. Oak Pall Bitt Iron
The Frames extend in one length from Keel to Gunwale Riveted through plates with (in.) Rivets, about 5" apart.
The Reverse Angle Irons on the floors and frames extend across the middle line 2 1/2 inches to Hold Beams and to Deck Stringers alternately
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes
Plates, Garboard, double or single Riveted to Keel, double or single at upper edge, with Rivets (in.) diameter, averaging (2 1/2 ins.) from centre to centre.
Do, Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (in.) diameter, averaging (2 1/2 ins.) from centre to centre.
Do, Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (1 1/2 ins.) thick, double or single Riveted; with Rivets (2 1/2 ins.) diameter averaging (2 1/2 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No
Do, of Strakes at Bilge for length, treble riveted with Butt Straps thicker than their plates.
Do, Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (in.) diameter, averaging (2 1/2 ins.) from centre to centre.
Do, Edges of Sheerstrake, double or single Riveted. Upper, double or single Riveted. At upper edge double bar At lower edge double
Do, Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (1 1/2 ins.) thick, double or single Riveted; with Rivets (in.) diameter, averaging (2 1/2 ins.) from centre to centre.
Do, Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted + for 1/2 length amidships. Breadth of laps of plating in double Riveting () Breadth of laps of plating in single Riveting ()
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? by Plate (Bull) Rives No. of Breasthooks, 4 Crutches, 4
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?
Manufacturer's name or trade mark,
We certify that the above is a correct description of the several particulars therein given.
Builder's Signature, Wm. C. Davy Surveyor's Signature, Edm. W. W. W.

IRON 451-0083

Workmanship. Are the butts of plating planed or otherwise fitted? not seen 10118 Iron
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? not seen
Do the fillings between the ribs and plates fill in solid with single pieces? solid single piece
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? not seen and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? not seen
Are there any rivets which either break into or have been put through the seams or butts of the plating? not seen

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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Lower Masts of Iron, likewise Fore Mast. Bowsprit Pitch Pine. New at present other spars wood

N ^o .	Number for equipment	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Stock.	Test as per Certificate.	Wght req'd per Rule.
2	10547	Fore Sails,	Chain	270	1 1/2		17/16		Bowers	3	30.0.7	25.0.22	18.0.0
		Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).		29.1.21	25.0.20	18.0.0
		Fore Topmast Stay Sails	Hempen Stream Cable	60	7/8				Stream		23.0.4	not known	15.2.0
		Main Sails,	Hawser	90	8 1/2		9				9.1.14		8.0.0
		Main Top Sails,	Towlines		6				Kedges		4.2.10		4.0.0
		and	Warp		4						2.1.3		2.0.0

Her Standing and Running Rigging all sufficient in size and Good in quality. She has a billy boat and 2 pinnaces

The present state of the Windlass is Good Capstan — and Rudder Good Pumps 4 no

Engine Room Skylights.—How constructed? — How secured in ordinary weather? —

What arrangements are there for deadlights in such for bad weather? —

Coal Bunker Openings.—How constructed? — How are lids secured? — How high above deck? —

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? —

Cargo Hatchways.—How formed? Iron Cornucop Hedges State size —

If of extraordinary size, state how framed and secured? Ordinary size

What arrangement for shifting beams? none

Hatches, themselves, whether strong and efficient? efficient Main Hatchways.—State size 14 ft x 8 ft

Order for Special Survey No. — DATES of — 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date — Surveys held — 2nd. On the plating during the progress of riveting

Order for Ordinary Survey No. — while building — 3rd. When the beams were in and fastened, and before the decks were laid

Date — as per — 4th. When the ship was complete, and before the plating was finally coated or cemented

No. — in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, All the loose ceiling, (hatches) removed, also a stroke above

Bilge Keelson. Cement removed in two bays in frame spaces. The plating and rivets found in good condition. plating drilled to ascertain thicknesses. The frames and reverse frames are a little less than required by the new Rules and the floors less in depth at mid line but they carry their depth well out to the bilge being only one inch less at Bilge Keelson than at mid line. The Keelsons are in excess and the Bilge and Side Stringers are intercostal and attached to outside plating. The Holc Beam Stringer is in excess and she has also a spikehead plate on Holc Beams. The fore and aft tie plates on Holc Beams have Angle Iron riveted to them (see Midship section) there are no diagonals on upper deck but the side stringer plate on the Beams is within 2" of that required by Rule where no diagonals are fitted. The whole of the plating is in excess — The owner having purchased the vessel from the "Royal Bank" has not received any certificates of testing of the Anchors and Cables, and no trace can be found of them — The Chain Cables have been raised on deck (testing marks obliterated) Windlass linings stripped —

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecabin or raised quarter deck, or of double or part double bottom.

In what manner are the surfaces preserved from oxidation? Inside ferment in flat paint above Outside paint

We are of opinion this Vessel should be Classed 100A the affixing of the figure 1 being submitted for the consideration of the Committee — she may also be marked S.S. No 2. 72

The amount of the Entry Fee£ 3 : : : is received by me.

Special£ 10 : 10 : — 8/42 P.M.

Certificate£ 5 : : : — 8/42 P.M.

(Travelling Expenses) —

(if any) £ —

Committee's Minute Liverpool 10th May 1872

Character assigned 100A

11th May 1872

100A

S.S. No 2. 72

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