

Wood
Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

ON.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

Mersey St. Road Cable

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Mersey St. Road Cable

Bower

Stream

Kedge

No.

Weight

14-2-8

12-8-0

15-0-16

16-0-20

2-2-8-4

1-2-8

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is Iron Patent Capstan Iron Rudder Iron Pumps 2 of Metal & 2 of Lead as bilge pumps

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys
held while building,
as per Section 35.

- 1st. When the Frame is completed
- 2nd. When the Beams are put in, &c.
- 3rd. { When completed, and before the
plank be painted or payed }

During her construction

Roughness
to be in one
Iron Bulwark

Sheerstrake Plate
2 1/2 in by 6 1/2 in
Brigade Plate
18 in by 6 1/2 in
angle Iron to
deck 3 in by 3 1/2 in
The upper
Iron is rivet
to lower
of Sheerstrake
plate

This Vessel is built on Jordan's Patented Principle.
The chief framing is longitudinal formed of greenheart
and moulded timbers from the keel to the stern of the bilge,
eleven frames on each side 7 inches square, except the one
at the bilge next to the iron frame being a little less
moulded to suit the iron frame. The spaces between
the wood frames are 6 1/2 to 7 1/4 inches. There are 7 iron
frames on each side (longitudinal) formed of solid
angle iron 3 1/2 by 8 1/2 broad 5 1/2 by 7 1/4 at the angle against
the outside planking & 2 1/2 by 7 1/4 on the inner angle &
18 inches apart moulding edge to moulding edge, extending
from stem to stern post & riveted to the iron frames.
She has three greenheart floors (except at very ends of ship)
fitted in the longitudinal frames 10 in wide & 7 in moulded at keelson,
and tapering thin at the bilges, spaced 4 feet and a vertical T iron
rib 4 1/2 by 8 1/2 on each floor extending from about 2 ft 2 in from the
middle line keelson up to the main deck rail, forming the roughness
stanchion as well. (Single angle iron ribs 5 1/2 by 8 1/2 at ends of ship) fitted
through the floors & put up frames with galvanized iron bolts before the
outside planking was wrought & through all with yellow metal bolts
afterwards. The outside planking is in this thickness 2 in each worked
diagonally (about an angle of 55) the outer skin the opposite angle to the
inner, and extending from the sheerstrake on one side to deck on the
other, running across the bottom in the midship body as far as her form
would allow (about 7 ft 6 in). The inner skin is fastened in the
bottom with greenheart treenails and galvanized iron bolts. The outer
skin with greenheart treenails in the bottom and yellow metal clench
and screw bolts with nuts up to about 2 ft below the upper part
of sheerstrake, and galvanized screw bolts with nuts above. All the
fastening above the bilge goes through both thicknesses of planking
and secured on the iron ribs with nuts, or driven through the iron
ribs and clenched outside, except a few bolts clenched or screwed
with nuts on the inside planking.

The am or elm in the outer thickness of planking runs up
to about 8 ft below the upper deck in every third strake in
the midship body of the vessel, but nearly all greenheart at the ends.

There is no upper deck waterway, the main deck being fitted
home to the iron sheerstrake plate a plan stated to be adopted
in some of the highest class iron ships and sanctioned by the
Committee. She is similar to an iron vessel aloft. There are tie plates
9 1/2 by 1/2 on both sides of hatchways, likewise 5 pairs of diagonal plates on upper deck beams.
The keelson & rib bolts are 2 ft apart, clenched in bottom rings
metal clench bolts in planking are done on both sides
nuts set up on the

The keelson
under keel, the yellow
The screw bolts have copper
iron frame rivet open
on galvanized
iron plates in pump

Height of elm in each third
strake in midship

Present condition of Caulking of Bottom, good Deck, good and Waterways same

If Sheathed, Doubled, Felted, or Coppered 7 Metal or felt When last done Present time

I am of opinion this Vessel should be Classed A1, 14 Yrs. Subject to the Committee's opinion

The Amount of the Fee £ 4 : : is received by me,

Special £ 17 : 2 : : 21/64 Mr. Leithhouse Martindale

Certificate £ Gratis

Committee's Minute 11th Oct 1864

Character assigned A1 for 14 Years. L.L. Brith under Special Clause

Classed, confirmed (A+C.P.) Wood & Iron Frame planked & coppered

See Letter with No 1890

27 Oct 1864