

"Zenobia" 1145 Tons - Built at Bombay in 1851

Referring to Mr Willis' Letter of the 25<sup>th</sup> Instant on the Classification of this Ship - We beg to remark that to entitle her to two years classification beyond the period assigned for the timber material, for being fastened with Copper or Yellow Metal bolts, the Rules require the whole of the fastenings in the outside planking to be of Copper or Yellow Metal from the floor boards to the height of one fifth the depth of hold set below the upper side of the upper deck above which they may be of Galvanized Iron - In this case the plain Iron bolts extend 2 ft 1 in - below the limit for Galvanized Iron bolts.

We agree with Mr Willis' remarks referring to the superiority of the Malabar Teak of which this vessel is built, as compared with English Oak, and its action upon Iron bolts being totally different; consequently we respectfully submit that the bolts being of plain Iron within the limit for Galvanized Iron should not militate against her, and provided all the Iron bolts below the limit for Galvanized Iron bolts be replaced by Copper or Yellow Metal, she will, in our opinion, be worthy of the Committee's favorable consideration for the 15<sup>th</sup> Class -

The 2<sup>nd</sup> Survey Rule of Section 54 requires a stroke of topside plank and a Buttock plank on each side to be removed - this has not been complied with - The 1<sup>st</sup> Entry Report shows that only one plank of topside was removed from the starboard side consequently upon defect - The Report does not show that the beam ends have been bored - In other respects the 2<sup>nd</sup> Survey Rule appears to have been complied with -

B. W. Raymond  
J. B. Ritchie

April 27<sup>th</sup> 1867 -

Lloyd's Register  
Foundation

LIV 584-0435