

69.
 Her Masts & Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Tested to	Fathoms.	Tested to	N ^o .
2	Fore Sails,	Chain	300	Bower,	1
2	Fore Top Sails,	Hempen Stream Cable	1 1/4		1
2	Fore Topmast Stay Sails,	Hawser	90	Stream,	1
2	Main Sails,	Towlines	80		1
2	Main Top Sails,	Warp	80	Kedge,	1
and spare sails as usual.		All of <u>good</u> quality.	80		1

Her Standing and Running Rigging of fine shump sufficient in size and good in quality.

She has 4 life Long Boats and 2 whale boats

The present state of the Windlass is good Capstan which for Rudder good Pumps 2 of iron good

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	<u>Built under special survey</u>
	2nd. When the Beams are put in, &c.	<u>from Jan 4 1765 to the present</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>date.</u>

This ship has Built iron beams to the upper and lower decks, and Ten orlop beams of Teak, 13" square. The stringer plate on the ends of upper deck beams is 26" x 1 1/2", rivetted to the beam angle iron, and secured to the timbers of the frame with through copper bolts, passing through the watertight angle iron, 1 1/2" diam. The longitudinal angle iron being 4 1/2 x 6 x 3/4. Stringer plates and angle irons of the same size are fitted to the ends of lower deck beams, the through bolts being of copper 1 1/2" diam. There are four sets of the plates on each side of the deck, fitted to each deck, and also seven pairs of diagonal plates to upper deck beams - the whole being

There are eighteen pairs of diagonal plates, 5 x 7/8, let into the outside of the frame, extending from upper side of upper tier of beams to the lower part of chocks at floor beams. Their lower ends pointing to the after end of keel in the after body, and to the fore end of keel in fore body. Seventeen pairs are also let into the inside of the frame, crossing the above, 5 x 3/4, and fastened in every timber with a galvanized iron bolt 1" diam. Where practicable, additional copper through bolts in outside plating are made to pass through the holes in the outside plates.

In addition to the through fastenings required by the Rules, there is a yellow metal through bolt 1" diam. about six feet apart in every plank from the gunwale to the lower part of bilges, and from the foremast to the ship's mast. This bolt is fastened externally with tin nails and copper yellow metal bolts to the end of the chain bolts, and all iron bolts inside, are properly galvanized.

Testing certificates of the Chain cables and anchors issued from the Sunderland Testing House, and signed by Mr. John Thompson, have been produced.

The thickness of plates was sanctioned by the Committee, as conveyed in the Admiralty's letter of 27th July 1865.

Inspected and found well done
 Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yellow metal on floor When last done June 1866

I am of opinion this Vessel should be Classed 1/3 1/2

The Amount of the Fee.....£ 5: - - is received by me,

Order No. 1618 Special£ 1/6: 1: -

date Sept. 20/66 Certificate£ - - -

Committee's Minute 29th July 1866

Character assigned for 13 years



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