

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron, and Rivets.

	Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule	Pintles of the Rudder.....	Copper or Y.M. in Ship.	Galv. Iron in Ship.	Inches required per Rule
Deadwood forward and aft ..	1 1/8	-	1 1/8	Transoms and throats of Hook	3/4	3/4	3/4	Hold Beam	3 1/2	-	3 1/2
Scarp of Keel, N ^o . 8	1 1/4	-	1 1/4	Arms of Hooks	3/4	3/4	3/4	Bolts in	3 1/2	-	3 1/2
Keelson Bolts through Keel at each Floor	1 3/4	1 3/4	1 3/4	Thro' Frames and Planking....	1 1/4	1 1/4	1 1/4	Deck Beam	3 1/2	-	3 1/2
Bolts through Iron Keel Plate and Wood Keel	1 1/4	-	1 1/4	Butt End Bolts ..	1 1/4	-	1 1/4	Bolts in	3 1/2	-	3 1/2
Garboard Bolts Athwartship..	1 1/4	-	1 1/4	Rivets.....	3/4	3/4	3/4	Nails or Bolts in Flat of Deck	3 1/2	-	3 1/2

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.

State also Length and Diameter of Lower Masts and Bowsprit the fore & main lower masts, and bowsprit are of Iron; the main & topsail yards are also of Iron (Please see sketch attached)

Painted P.H.C. the Harbours Sup. Painted P.H.C. the Harbours

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	300	1 1/2	1 1/2	1 1/2	1 1/2	Bowers	25	3.0	25.0	25.0	25.0
	Fore Top Sails,	13 links piece											
	Fore Topmast Stay Sails,	a piece of chain											
	Main Sails,	Hempen Stream Cable	90	1 1/2	1 1/2	1 1/2	1 1/2	Stream	25	2.0	25.0	25.0	25.0
	Main Top Sails,	Hawser	90	1 1/2	1 1/2	1 1/2	1 1/2						
	and	Towlines	90	1 1/2	1 1/2	1 1/2	1 1/2	Kedges	5	1.0	5.0	5.0	5.0
	Her Standing and Running Rigging	Warp	90	1 1/2	1 1/2	1 1/2	1 1/2						
	She has	All of	90	1 1/2	1 1/2	1 1/2	1 1/2						
	The present state of the Windlass is	plus quality.											

- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
- 2nd. Of the frame before it is painted, strapped, or plated
- 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
- 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined
- 5th. When the vessel is caulked and completed
- 6th. When the vessel is launched and equipped

State if she has a Spar Deck No Poop Yes Forecastle Yes or raised Quarter Deck No

General Remarks, This vessel has a full Poop and top-gallant fore-castle, the Poop is constructed in a rounded form at the gunwale, with beams of plain angle iron 4x3 1/2x5/16. The fore-castle beams are of bulb plate 6 1/2x7/16 with double angle iron on the upper edge 2 1/2x2 1/2x5/16, with sheerstrake, stringers, & tie plates as per rule. The keel plate is bolted to the keel with yellow metal through bolts, and has galvanized iron screw bolts for half the vessel's length amidships arranged as per rule. The main keelson is fitted with foundation & rider plates as per rule, & the intercostal plates are rivetted to an extra plate on the outside of the frames, with short-angle iron fitted between the frames, as per sketch, and the bulb plates to side & bilge keelsons are square butted and the butts secured with butt straps 4 ft. long, turned over the bulb plates in a staple fashion; The 1/4 in. screw bolts through the outside planking from keel to 5 ft. depth are fitted with W. Laing's Patent collar nut.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside Portland cement to upper turn of bilge

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good
 N Sheathed, Doubled, Felted, or Coppered Yellow metal When last done 1869

I am of opinion this Vessel should be Classed AI

The Amount of the Fee.....£ 5 : : : is received by me,
 Special£ 43 : : :
 Certificate£ : : : :

Committee's Minute 31st August 1869

Character assigned AI for 16 years composite sailing ship appears to have been built in compliance with the provisions of the Act of 1864, and is recommended for classification as recommended above.

The Galv. Iron screw bolts are 1/2 less than the rule, and the Yellow Metal bolts are 1/2 larger

