

18

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Copper or Iron Inches	Inches required per Rule
	$\frac{9}{8}$
	$\frac{7}{8}$
	$\frac{5}{8}$
	$\frac{3}{8}$
	$\frac{1}{8}$
	$\frac{1}{4}$
	$\frac{1}{2}$
	$\frac{3}{4}$
	$\frac{1}{2}$
	$\frac{1}{4}$
	$\frac{1}{8}$
	$\frac{1}{16}$
	$\frac{1}{32}$
	$\frac{1}{64}$
	$\frac{1}{128}$
	$\frac{1}{256}$
	$\frac{1}{512}$
	$\frac{1}{1024}$
	$\frac{1}{2048}$
	$\frac{1}{4096}$
	$\frac{1}{8192}$
	$\frac{1}{16384}$
	$\frac{1}{32768}$
	$\frac{1}{65536}$
	$\frac{1}{131072}$
	$\frac{1}{262144}$
	$\frac{1}{524288}$
	$\frac{1}{1048576}$
	$\frac{1}{2097152}$
	$\frac{1}{4194304}$
	$\frac{1}{8388608}$
	$\frac{1}{16777216}$
	$\frac{1}{33554432}$
	$\frac{1}{67108864}$
	$\frac{1}{134217728}$
	$\frac{1}{268435456}$
	$\frac{1}{536870912}$
	$\frac{1}{1073741824}$
	$\frac{1}{2147483648}$
	$\frac{1}{4294967296}$
	$\frac{1}{8589934592}$
	$\frac{1}{17179869184}$
	$\frac{1}{34359738368}$
	$\frac{1}{68719476736}$
	$\frac{1}{137438953472}$
	$\frac{1}{274877906944}$
	$\frac{1}{549755813888}$
	$\frac{1}{1099511627776}$
	$\frac{1}{2199023255552}$
	$\frac{1}{4398046511104}$
	$\frac{1}{8796093022208}$
	$\frac{1}{17592186044416}$
	$\frac{1}{35184372088832}$
	$\frac{1}{70368744177664}$
	$\frac{1}{140737488355328}$
	$\frac{1}{281474976710656}$
	$\frac{1}{562949953421312}$
	$\frac{1}{1125899906842624}$
	$\frac{1}{2251799813685248}$
	$\frac{1}{4503599627370496}$
	$\frac{1}{9007199254740992}$
	$\frac{1}{18014398509481984}$
	$\frac{1}{36028797018963968}$
	$\frac{1}{72057594037927936}$
	$\frac{1}{144115188075855872}$
	$\frac{1}{288230376151711744}$
	$\frac{1}{576460752303423488}$
	$\frac{1}{1152921504606846976}$
	$\frac{1}{2305843009213693952}$
	$\frac{1}{4611686018427387904}$
	$\frac{1}{9223372036854775808}$
	$\frac{1}{18446744073709551616}$
	$\frac{1}{36893488147419103232}$
	$\frac{1}{73786976294838206464}$
	$\frac{1}{147573952589676412928}$
	$\frac{1}{295147905179352825856}$
	$\frac{1}{590295810358705651712}$
	$\frac{1}{1180591620717411303424}$
	$\frac{1}{2361183241434822606848}$
	$\frac{1}{4722366482869645213696}$
	$\frac{1}{9444732965739290427392}$
	$\frac{1}{18889465931478580854784}$
	$\frac{1}{37778931862957161709568}$
	$\frac{1}{75557863725914323419136}$
	$\frac{1}{151115727451828646838272}$
	$\frac{1}{302231454903657293676544}$
	$\frac{1}{604462909807314587353088}$
	$\frac{1}{1208925819614629174706176}$
	$\frac{1}{2417851639229258349412352}$
	$\frac{1}{4835703278458516698824704}$
	$\frac{1}{9671406556917033397649408}$
	$\frac{1}{19342813113834066795298816}$
	$\frac{1}{38685626227668133590597632}$
	$\frac{1}{77371252455336267181195264}$
	$\frac{1}{154742504910672534362390528}$
	$\frac{1}{309485009821345068724781056}$
	$\frac{1}{618970019642690137449562112}$
	$\frac{1}{1237940039285380274899124224}$
	$\frac{1}{2475880078570760549798248448}$
	$\frac{1}{4951760157141521099596496896}$
	$\frac{1}{9903520314283042199192993792}$
	$\frac{1}{19807040628566084398385987584}$ </





Her Masts, Yards, &c. are in \_\_\_\_\_ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .			Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain <i>Chain</i> <i>per</i> <i>a</i> -	130	1 1/2	Bower, .....	1 2-0-0
1	Fore Top Sails,	Hempen Stream Cable .....	70	6 1/2	Stream, .....	1 2-2-1
1	Fore Topmast Stay Sails,	Hawser .....			Kedge, .....	1 1-1-0
1	Main Sails,	Towlines .....	75	1		
1	Main Top Sails,	Warp .....	65	3		
and <i>Sound</i> <i>Space</i> <i>Sails</i>		All of <i>good</i> quality.				

Her Standing and Running Rigging *good* *spars* *size* sufficient in size and *very* *good* in quality.

She has *one* *good* - Long Boat and *fully* *equipped*

The present state of the Windlass is *Palut* Capstan *winch* Rudder *Star* Pumps *Down*

#### 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	<i>20<sup>th</sup> March 1860</i>
	2nd. When the Beams are put in, &c.	<i>15<sup>th</sup> September 1860</i>
	3rd. { When completed, and before the plank be painted or payed }	<i>15<sup>th</sup> February 1861</i>

*The Frame of this vessel Thruout is of sound Timber well  
rought & shifed - Quality of Planking is also good. Throught out  
Very well wrought & shifed - there of sap or defect - commenced  
building in January 1860 - and was launched in February 1861 -  
the general appearance is firm & substantial Throught out,*

*A. Demersey*  
*Surveyor*

Present condition of Caulking of Bottom, *very good* Deck, *very good* and Waterways *very good*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed *A 1* *Years*

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, *A. Demersey*

Special .....£ - : - :

Certificate .....£ : : :

*May 1861*  
Committee's Minute *3<sup>rd</sup> May 1861*

Character assigned *A 1 for 9 Years*



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