

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Machine where Tested & Suprntd.
81		Chain <i>new</i>	90	1 3/4	180	120		Bower Anch'rs					
	Fore Sails, <i>1 new</i>	Iron Str'm Chain	90	1 3/4		12		(State Machine where Tested, Date, or No. of Certificate, & Name of Suprntd.)	2	4 Cwt		4 1/2	
	Fore Top Sails, <i>all new</i>	Ditto do.	90	1 3/4		16							
	Fore Topmast Stay Sails, <i>all new</i>	Hmpn Strm Cbl.											
	Main Sails, <i>good</i>	Hawser	60	7		75-5 1/2		Stream	1	2 Cwt		1 1/2	
	Main Top Sails, <i>and all new</i>	Towlines	60	4		90-3		Kedge	1	1 1/2 Cwt		2	
		Warp	60	3 1/4				Ditto					
		quality											

Her Masts, Yards, &c., are in *all new* condition, and sufficient in size and length.

Her Standing and Running Rigging *new* sufficient in size and *—* in quality. She has *one* Long Boat *and 16 feet*

The present state of the Windlass is *in order* Capstan *Winch* and Rudder *in order* 2 Pumps *Metal new*

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Deck, Waterways & covering boards all flush

Cargo Hatchways.—How formed? *new Hatchways* State size *Main Hatch 11 by 5*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? *Main Hatchways.—State size 11 by 5 & 5 by 4*

Order for Special Survey, No.	DATES of Surveys	1st. When the Frame is completed
Date	held while build-	2nd. When the Beams are put in, &c.
Order for Ordinary Survey, No.	ing, as per Section	3rd. When completed, and before the
Date	35.	plank be painted or payed

No. in Builder's Yard.

General Remarks. *Vessel hauled on patent slip Westford Copper Strip's off and hull*
clipped down, from gunwale to keel, Ceiling from turn of bilge to keelson taken
out on both sides, from stem to stem post, false keel taken off, Bow sprit and
both masts down, Windlass & rudder ironing, main & after Comings removed,
Cables and Anchors on shore, and then surveyed, found timbers of frame all
perfectly sound, the outside planking and ceiling also sound in every part
The repairs now done are sides keelson 53 feet 10 3/4 by 12 1/2 of Pitch Pine bolted
through keelson, each floor & keel, with 1 1/8 in iron also the deadwood, fore and
and aft ribbolters with same size iron, a new Bow sprit and fore mast and the
main mast lowered, new main & after hatch, Ceiling from turn of Bilges to
keelson of P. Pine, fastened with Yellow Metal & oak treenails, new Windlass
bits & rudder iron, Outfit mostly new, vessel provided with every requisite
The state of the frame and planking of top sides ascertained by a lifting
fore and aft of 4 in wide taken out of ceiling between Bilges and clamp
and found all sound, the required number of Bolts & Treennails backed
Out of Deck frame, full suit of Sails and Standing & Running rigging all
new

Present condition of Caulking of Bottom *now done* Deck, *now done* and Waterways *now done*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *—* When last done *—*

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

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, }
Special £ 2 : 2 : 0 24 Oct 1882 }
Certificate : 2 : 0

Travelling Expenses, if any, £

Committee's Minute *Tuesday, 23rd May, 1882.*

Character assigned *A 1 in Red*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Westford
It is submitted, that from
the further explanation of Mr. Spence
the Rules Section 60 surer no 2. appear
to have been substantially complied with
and the vessel appears to merit the
favorable consideration of the Committee
to be classed A 1 in Red for 5 years from
1882, being 23 1/2 years to which the timber
materials would have entitled her originally
23/5/82