

Ireland

Ext.	Inches	Feet	Inches	Depth from top of Upper Deck Beam to top of Floor	Feet	Inches	Horse.	N ^o . of Decks	Two at ends
74	"	30	"		17	"	120		
Ship or Register, length 205.9 breadth 30.1 depth 16.9									

Two fragments of ancient papyrus, likely from the same document, showing traces of Greek text. The fragments are dark brown and appear to be part of a larger sheet that has been torn or cut into pieces.

(Sgd) Thomas Lawrence

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? Yes
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? Yes
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid with single
Do the holds for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? They do and are the rivet holes well and sufficiently countersunk in the outer plate? Yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? Very few

Her Masts, Bowsprit, Yards, &c., are of Red Pine 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.

The testing certificates of Anchors & Chain cables have been produced, issued from the Sunderland Public Testing Machine, & signed by Mr John Thompson. (Sig^d) James Sibun

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .	Fore Sails,	Chain	Fathoms.	Inches.	Tested to Tons.	Bowers, Rodgers.	N ^o .	Weight.	Tested to Tons.
1	Fore Top Sails,	Hempen Stream Cable	135	1 1/2	40 1/2	do	2205	21.2.14	22.1.14
2	Fore Topmast Stay Sails,	Hawser	60	7		do	2075	21.6.7	22.3.1.1
3	Main Sails,	Towlines	80	10		Stream,	2155	19.6.14	19.12.22
4	Main Top Sails,	Warp	80	8					
5		All of good quality.	80	6		Kedges,	2	20.16	51.0

Her Standing and Running Rigging of wire & hemp sufficient in size and good in quality.

She has 2 Life Long Boats and 3 Others

The present state of the Windlass is secure. 2 Capstan 3 1/2 Winches and Rudder 4 Pumps new & good

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
No. 1851 Surveys held 2nd. On the plating during the progress of rivetting
Date May 15/66 while building 3rd. When the beams were in and fastened, and before the decks were laid
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated
No. 1851 Section 18. 5th. After the ship was launched
Date May 15/66

State if she has a Spar Deck No Poop 50 ft in length Forecastle 20 ft in length

General Remarks, The frames of this vessel are double to top of Bilges for upwards of half the length in midships, & has a double bottom fitted with longitudinal Keelsons, & short floor plates to every altern. frame (as shown upon sketch) from the Engine & Boiler space to the fore bulk head, also from the after bulk head to the Engine room. The fore and after ends also the length through the Engine & Boiler rooms is constructed with plates to every frame, the Engine & Boiler sleepers are shown on sketch and at the ends with middle line & bilge Keelsons, as per rules, also an extra side Keelson there are 14 ft length of angle iron at middle line rivetted through to floor & frames before and abaft the dble frames. Before the Boiler space the frames are cut off & the outer Keelsons are connected to the shell plates as shown on sketch with fore and aft angle irons 6x4x1/4 (the principal Surveyor's report of 15th Aug 1866 was not received until the Bilge shake marked A was rivetted up, on measuring that shake carefully it was found to be full 9/16" quite as near to 1/4" as to 1/2", and in lieu of removing it this large angle iron was introduced as compensation). The Brackets shown to Keelsons are well connected with the frames, floor plates & outside plating abaft the Engine Room the main frames are not cut off, the double bottom is made tight with flange plates & angle irons as usual, care has been taken to maintain the longitudinal strength of the vessel by overlapping the ends of the Keelsons with the Engine & Boiler sleepers, &c. through the bulkheads. To compensate for the length exceeding 11 times the depth in this vessel, the sheer strakes are increased 3/4" in thickness for 2/3 the length in midships, & the main Deck stringer plate 2 1/2".

In what manner are the surfaces preserved from oxidation? Inside By Cement to Bilges & Paint in other parts
Ditto ditto Outside By Paint

I am of opinion this Vessel should be Classed A 1

The amount of the Fee £ 5 : 0 : 0 is received by me.

Special £ 34 : 11 : 0

Certificate (if required) £ :

Committee's Minute 1st Febry 18 64

Character assigned A 1

(Sig^d) Thomas Lawrence