

1867 and 1870, when last in dock, she would open sound and good in all parts. The vessel requires caulking all over above the metal-sheathing line; and if fitted for two years in Pacific trade, ought to be newly caulked and metal-sheathed before proceeding on said service: although in July, 1870, when the vessel was last in dry dock in New York, her metal-sheathing was in very fair condition, and was repaired at that time, still for a good sure ship, and to be employed in transporting mails and passengers, it would be well to renew the metal sheathings. The ship requires some few general repairs, and new main-mast; and the chains and anchors are light for such a ship; and she ought to have for the mail service in the Pacific three Bowen anchors of 30, 32, and 37 cwt. each, and at least 270 fathoms of chain cable of $1\frac{1}{4}$ inch.

The engine is, I am told by an expert, in good condition, and will require but slight repairs to put it in good working order.

The boilers will require large repairs, or to be made new, and the ship ought also to have surface condenser, to bring her fully up to the standard of a first-class steamer.

I am told the ship can steam in all ordinary weather from nine to ten and a half knots per hour, and with surface condenser added would come fully up to ten and eleven knots per hour.

She is a good easy model, and I am sure, in heavy weather at sea, must be a good sea boat, and very weatherly.

I have, &c.,
SAM HARDING,
Marine Surveyor.

Hon. Julius Vogel, Fifth Avenue Hotel.
