

No. 520 Survey held at Sunderland Date 4 1885  
 on the Ship Lamproide Master John Mitchell  
 Tonnage old 27 Built at Liverpool When built Lamproide  
 By whom built Jackson Gibson & Co Owners Roberts and others  
 Port belonging to Sunderland Destined Voyage Rio Janeiro  
 If Surveyed Afloat or in Dry Dock Whilst Building

Length aloft.....99<sup>9</sup>/<sub>16</sub> Extreme Breadth.....24<sup>6</sup>/<sub>16</sub> Depth of Hold.....13<sup>10</sup>/<sub>16</sub>

#### Scantlings of Timber.

| Timber and Space..... | each                   | Feet. | Inches. |
|-----------------------|------------------------|-------|---------|
| Floors.....           | sided                  | 24    | Moulded |
| Foothooks.....        | "                      | "     | "       |
| Ditto.....            | "                      | "     | "       |
| Ditto.....            | "                      | "     | "       |
| Top Timbers.....      | "                      | "     | "       |
| Beams.....            | Number of one every 20 | "     | "       |
| Beams.....            | Do Do                  | "     | "       |
| Keel.....             | "                      | "     | "       |
| Kelsons.....          | "                      | "     | "       |

#### Thickness of Plank.

| Outside.            | Feet. | Inches. | Inside.                   | Feet. | Inches. |
|---------------------|-------|---------|---------------------------|-------|---------|
| Keel to Bilge.....  | 1/2   | "       | Foot Waling.....          | "     | "       |
| Bilge Planks.....   | 1/2   | "       | Bilge Planks.....         | 2     | "       |
| Bilge to Wales..... | 3/4   | "       | Ceiling in Flat.....      | "     | "       |
| Wales.....          | 3/4   | "       | Ditto Bilge to Clamp..... | 1/2   | "       |
| Topsides.....       | 3/4   | "       | Hold Beam Clamps.....     | "     | "       |
| Sheer Strakes.....  | 3/4   | "       | Deck Beam Ditto.....      | 1/2   | "       |
| Plank Sheers.....   | 1 1/2 | "       | Ceiling 'twixt Decks..... | 1/2   | "       |
| Water-ways.....     | 1 1/2 | "       | Hold Beam Shelves.....    | "     | "       |
| Upper Deck.....     | 3     | "       | Deck Beam ditto.....      | 1/2   | "       |

#### Size of Bolts in Fastenings.

| Copper.                             | Inches. | Copper.                                    | Inches. | Iron.          | Inches. |
|-------------------------------------|---------|--|---------|----------------|---------|
| Heel-Knee, and Dead Wood abaft..... | "       | Bolts thro' the Bilge and Foot Waling..... | "       | Hold-Beam..... | "       |
| Scarp of Keel.....                  | "       | Butt End Bolts.....                        | "       | Deck Beam..... | "       |
| Floor Timber Bolts.....             | "       | Lower Pintle of the Rudder.....            | "       |                |         |
| Kelson ditto.....                   | "       |  |         |                |         |
| Transoms and throats of Hooks.....  | "       |  |         |                |         |
| Arms of Hooks.....                  | "       |  |         |                |         |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Adrons, Knight Heads, Hawse Timbers, are composed of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of \_\_\_\_\_ Timber.

Her other Foothooks and Top Timbers of \_\_\_\_\_

Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together. all Angle Iron and rivetted together

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of \_\_\_\_\_ and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. Kelson all in one piece

The Deck and Hold-Beams are composed of \_\_\_\_\_ Alternate Beams double Angle Iron Rivetted by \_\_\_\_\_

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_ Deck, and state of, \_\_\_\_\_

The Gunwales of \_\_\_\_\_ Water-ways of \_\_\_\_\_

The Shifts of the Planking are not less than \_\_\_\_\_ Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought \_\_\_\_\_ between.

**Planking Inside.**—The Clamps are composed of \_\_\_\_\_ the Stringers of \_\_\_\_\_

The Bilge Planks of \_\_\_\_\_ and the remainder of the Ceiling of \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams \_\_\_\_\_

Number of Breasts \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.

Bilge and Footwaling \_\_\_\_\_ bolted through and clenched.

General Quality of Workmanship \_\_\_\_\_

We certify that the preceding is a correct description of the above-named Vessel.

Build Name \_\_\_\_\_

Survey \_\_\_\_\_



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Lloyd's Register Foundation



, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

| N <sup>o</sup> .  |                          | Fathoms. |                             | Inches. | N <sup>o</sup> . |                       |
|-------------------|--------------------------|----------|-----------------------------|---------|------------------|-----------------------|
| 2                 | Fore Sails,              | 210      | Chain                       | 1 1/2   | 3                | Bower,                |
| 1                 | Fore Top Sails,          | 90       | Hempen Stream Cable         | 7       | 1                | Stream,               |
| 2                 | Fore Topmast Stay Sails, |          | Hawser                      |         | 1                | Kedge,                |
| 2                 | Main Sails,              | 90       | Towlines                    | 5       |                  | All of proper weight. |
| 2                 | Main Top Sails,          | 90       | Warp                        | 3 1/2   |                  |                       |
| and is well found |                          |          | All of <u>good</u> quality. |         |                  |                       |

Her Standing and Running Rigging is Hemp sufficient in size and good in quality.

She has one Long Boat and and one other of wood

The present state of the Windlass is good Capstan good and Rudder Iron & securely fitted

### General Remarks—Statement and Date of Repairs.

This Vessel is Built entirely of Malleable Iron the length of the plates forming the bottom and sides are 12 feet, every plate overlapping the other 6 feet, rivetted together with 5/8 rivets, two inches apart from centre to centre. Her fastenings are in my opinion amply sufficient. She is perfectly tight, so calculated from her form to sail well, to carry a good cargo at a light draught of water, and will most certainly be a very weatherly.

She was inspected by Sir Geo Bayley when at Liverpool who will be better able minutely to describe the vessel

verbally to the Committee than I can do in writing

Vessel is fit to carry a dry and Perishable cargo with safety. The Committee will decide as to what additional Risk is run, or whether the Compass can be depended on on board a vessel like this built entirely of Iron. Professor Airey from the Royal Observatory Greenwich has been at this Port employed in counteracting the local attraction. He appears to have succeeded by the application of Magnets in the neighbourhood of the Compass. I am unable to offer an opinion as to their effect in different latitudes or the permanency of the force of the Magnet but would refer the Committee to Professor Airey who would report to them on the subject if applied to.

If Sheathed, Doubled, or Felted, two coats of Red lead. One coat of Red lead and  
and Date when last done Greenish and a coat of Vandyke's Greenish

And I am of opinion this Vessel should be Classed A1 built of Iron

The Amount of the F<sup>ee</sup> ..... £ 3 : 3 : is received by me, J Bayley

Committee Minute 13<sup>th</sup> Nov 1838

Character assigned Built of Iron "no Letter"