

No. 1065 Survey held at Liverpool, Date 1st Survey, March 5/59
on the Ship, Estorope, Master Henry Hall,
Tonnage Old 632, Built at Liverpool, When built 1838, Launched 1839,
By whom built Messrs J & Hall & Co Owners Edward Vernon & Co
Port belonging to Liverpool, Destined Voyage Port Phillip
If Surveyed while Building, Afloat, or in Dry Dock While Building, 18th 59

| Length aloft | Feet. | | Inches. | | Extreme Breadth Outside | Feet. | | Inches. | | Depth of Hold | Feet. | | Inches. | |
|------------------------------|---------------|---------|---------|---------|-------------------------|-------|---------|---------|---------|---------------|-------|----|---------|----|
| | Feet. | Inches. | Feet. | Inches. | | Feet. | Inches. | Feet. | Inches. | | | | | |
| Thickness of Plank. | | | | | | | | | | | | | | |
| Scantlings of Timber. | | | | | | | | | | | | | | |
| Timmer and Space | | | | | | | | | | | | | | |
| Floors | 12 | 13 | 13 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| 1st Foothooks | 12 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| 2nd Ditto | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| 3rd Ditto | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Top Timbers | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 9 |
| Deck } No. 26 | Average Space | | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Beams | | | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Deck Beams, length amidships | 26 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Hold } No. 21 | Average Space | | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Beams | | | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| Hold Beams, length amidships | 26 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Keel | 15 | 16 | 16 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Scarp of Ditto | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 |
| Keelsons | 15 | 16 | 16 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| Scarp of Ditto | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |

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

| Heel-Knee, and Deadwood abaft | Feet. | | Inches. | | Transoms and throats of Hooks | Feet. | | Inches. | | Hold Beam Bolts in | Feet. | | Inches. | |
|---|-------|---------|---------|---------|--|-------|---------|---------|---------|--------------------------------|-------|---------|---------|---------|
| | Feet. | Inches. | Feet. | Inches. | | Feet. | Inches. | Feet. | Inches. | | Feet. | Inches. | Feet. | Inches. |
| Scarp of Keel | 12 | 14 | 14 | 14 | Arms of Hooks | 1 | 1 | 1 | 1 | Waterway | 1 | 1 | 1 | 1 |
| Keelson Bolts through Keel at each Floor | 10 | 10 | 10 | 10 | Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors | 1 | 1 | 1 | 1 | Shelf or Clamp | 1 | 1 | 1 | 1 |
| Bolts through Heels of Timbers against Deadwood | 1 | 1 | 1 | 1 | Butt End Bolts | 3 | 3 | 3 | 3 | Waterway | 1 | 1 | 1 | 1 |
| | | | | | Pintles of the Rudder | 3 | 3 | 3 | 3 | Knees | 1 | 1 | 1 | 1 |
| | | | | | | | | | | Shelf or Clamp | 1 | 1 | 1 | 1 |
| | | | | | | | | | | Waterway | 1 | 1 | 1 | 1 |
| | | | | | | | | | | Knees | 1 | 1 | 1 | 1 |
| | | | | | | | | | | Shelf or Clamp | 1 | 1 | 1 | 1 |
| | | | | | | | | | | Nails or Bolts in Flat of Deck | 1 | 1 | 1 | 1 |
| | | | | | | | | | | Treenails | 1 | 1 | 1 | 1 |

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of British Oak. The First Foothooks of British Oak.

The Second Foothooks of British Oak. The Third Foothooks and Top Timbers of British Oak.

The Shifts of the First and Second Foothooks are not less than 4 feet 2, N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same.

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is good.

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is well choiced with a Butt at each end of the choick. The Main piece of Rudder is Blk Oak.

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is Blk Oak.

The Stem, and Stern Post, consist of British Oak. The Transoms, Aprons, Knight Heads, and

Hawse Timbers of British Oak. Deadwood, of Blk Oak and are well free from all defects.

The Deck and Hold Beams consist of East India Teak, The Breasthooks of Iron. The Knees of Blk Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is sun'd Oak & Oak,
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Consists of Baltic Oak & Teak.

From the Light Water Mark to the Wales Consists of East India Teak.

The Wales and Black-strakes are East India Teak. The Topsides E. I. Teak.

The Sheer-strakes and Plank-sheers East India Teak. The Water-ways { Upper Deck Teak,
Lower Deck Teak.

The Decks Consists of Yellow pine. State of Material Good.

The Shifts of the Planking are not less than Six Feet _____ Inches. N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. The Planking is wrought Stove between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are East India Teak.

Ceiling, Lower Hold, and between Decks E. I. Teak. Shelf Pieces and Clamps E. I. Teak.

tenings.—To Hold Beams one Blk Oak & Iron bedging Maple three

each Beam & in pair of Iron three heads, all through bedded

clenched.

Beams are secured with Iron bedging three & 1/2

are of Iron bedging three heads, all through bedded,
clenched.

Number of Breasthooks four. Pointers none required. Crutches three.

Butts End Bolts are of Yellow metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 1 1/2 bolted through and clenched. Treenails of Blk Oak & 1/2 How Made square

Thickstuff over Double Floors 1 1/2 bolted through and clenched. General Quality of Workmanship Good.

We certify that the above is a correct description of the several particulars therein given

Builder's Signature _____ Surveyor's Signature _____

1863 abn

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

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|---------------------|--------------------------|-----------------------------|------------------|-----------------------------|----------|
| N ^o . | | | Fathoms. Inches. | N ^o . | Weight. |
| 2 Masts Complete | Fore Sails, | Chain | 270 12 | Bower, | 20-3-14 |
| | Fore Top Sails, | Hempen Stream Cable | | Stream, | 21-2-15 |
| | Fore Topmast Stay Sails, | Hawser | 90 7 | | 1 2-3-17 |
| | Main Sails, | Towlines | 90 10 | | |
| | Main Top Sails, | Warp | 90 5 | Kedge, | 2 4-3-10 |
| | and all new. | All of <u>good</u> quality. | 90 4 | | 3.0.11 |

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has One Long Boat and Three Others

The present state of the Windlass is Good Capstan all Rudder all Pumps 2 Good

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 | <u>September 30th 1858</u> |
| | 2nd. When the Beams are put in, &c. | <u>November 1st</u> |
| | 3rd. { When completed, and before the plank be painted or payed } | <u>January 21st 1859</u> |

This Vessel has been built under special survey of good & sound material for the twelve years grade & fastened with yellow metal bolts in accordance with Rule Sec 46 for an additional period of one year. She has a full poop & fore-castle built of materials & fastenings the size & quality agreeable to rule Sec 38. The beams are secured with Blk Oak & Iron bolting braces, Iron hanging braces & staple standards, all through bolted & clenched. The united lengths does not exceed three-fifths of the entire length of the upper deck. A pair of Iron diagonal plates fitted inside the frames, 4 ft by 5 ft four pair crossing each other in midships & not exceeding 6 feet apart, extending from upper part of upper deck beams down to the lower part of long floor head checks, bolted down to each timber with 7/8 Iron. The garboard stakes are horizontally bolted through the keel & each other with 1 1/2 yellow metal & clenched. The main Oak deadwood does not extend above the height of ten feet from the rabbet of the keel. A wider keelson fitted of 6. 2. Oak moulded 9/4 bolted through & clenched agreeable rule. The whole of the standing rigging consists of wire rope. The Bottom is sheathed with Yellow Metal & paper underneath.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal & paper When last done 1859

I am of opinion this Vessel should be Classed B. A. 1.

The Amount of the Fee.....£ 5 : - : - is received by me,

Special£ 31 : - : -

Certificate£ - : - : -

Committee's Minute 11th March 1859

Character assigned A-1



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