

No. 2073 Survey held at Gourock Date Sept 10/69 18 69
by whom built New 94 Built at Gourock When built 1862 Launched Sept 1862
Port belonging to Herford Destined Voyage Overseas
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet			Inches			Extreme Breadth Outside	Feet			Inches			Depth of Hold	Feet			Inches		
	Sided	Moulded	Ends	Sided	Moulded	Ends		Sided	Moulded	Ends	Sided	Moulded	Ends		Sided	Moulded	Ends			
Scantlings of Timber.																				
TIMBER AND SPACE	22 1/2			10																
Floors	9 1/2	12	12	7	7	7														
1st Foothooks	9 1/2	9	9	1 1/2	1 1/2	1 1/2														
2nd Ditto	8 1/2	8	8	5 1/2	5 1/2	5 1/2														
3rd Ditto	8 1/2	7	7	5 1/2	5 1/2	5 1/2														
Top Timbers	8 1/2																			
Deck { N ^o 15 Average Space }	4 feet	9	8 1/2	7 3/4	7 1/4	7 1/4														
Beams }																				
Deck Beams, length amidships	2 1/2																			
Hold { N ^o Average Space }	same																			
Beams }																				
Hold Beams, length amidships																				
Keel	10	14	14	8	8	8														
Scarp of Ditto	7 1/2			4 1/2																
Keelsons	10	14	14	9	9	9														
Scarp of Ditto	8 1/2			4 1/2																

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.				Copper or Y.M. in Ship.				Iron in Ship.				Inches required per Rule			
Heel-Knee, & Deadwood abaft	-	1	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Scarp of Keel, N° 1	3/4	-	1/4	1/4	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Keelson Bolts through Keel at each Floor	-	1	3/4	3/4	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Bolts thro' Heels of Timbers against Deadwood	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Transoms and throats of Hooks	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Arms of Hooks	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Thro' Bilge & Limber Strakes	1 1/4	-	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Thickstuff over Double Floors	3/8	-	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Butt End Bolts	3/8	-	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Pintles of the Rudder	-	2 1/4	1 1/2	1 1/2	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Hold Beam Bolts in Waterway	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Boils in Shelf or Clamp	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Deck Beam Bolts in Waterway	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Boils in Shelf or Clamp	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Nails or Bolts in Flat of Deck	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4
Treenails	-	3/8	3/8	3/8	-	1/4	1/4	3/8	-	1/4	1/4	3/8	-	1/4	1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 x 3 Inches. The Space between the Top-Timbers is 3 x 3 Inches.
The Floors consist of Specy fir. The First Foothooks of Specy fir.
The Second Foothooks of Specy fir. The Third Foothooks and Top Timbers of Specy fir.
The Shifts of the First and Second Foothooks are not less than 3 feet 6. 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 Transom 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 1/3 of the entire moulding at that place.
The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is 13' Oak of Windlass is 13' Oak.
The Keel is same Oak. The Main Keelson is Baltic Red pine and is free from all defects.
The Stem, and Stern Post of Baltic Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Baltic Oak & Specy fir. Deadwood, of Specy fir, and are is free from all defects.
The Deck and Hold Beams of Specy fir & Baltic. The Breasthooks of Specy fir. The Knees of Larch.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Specy fir & same.
From the above named Height to the Light Water Mark Specy fir & Red pine.
From the Light Water Mark to the Wales 12 Specy fir & Red pine.
The Wales and Black-strakes are Baltic Oak & Red pine. The Topsides & Sheer-strakes Baltic Oak & Red pine.
The Spirketting and Plank-sheers Baltic Oak. The Water-ways { Upper Deck Red pine Lower Deck same.
The Decks Yellow pine. State of Decks Good.

The Shifts of the Planking are not less than five 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-butt.
Planking Inside.—The Limber-strakes and Bilge-strakes are Larch Baltic Oak & same.
The Ceiling, Lower Hold, and between Decks Specy fir. Shelf Pieces and Clamps Red pine.
Fastenings.—To Hold Beams no bolts because fitter.

Deck Beams are secured with Larch Scoring across each beam a pair of lines picked through bolted & lashed.
Number of Breasthooks Even. Pointers 2 pair fir. Crutches none required.
Butt End Bolts are of Yellow metal in the Bottom two Bolts in each Butt End are wrought through and clenched.
Bilge and Limber Strakes 16 1/2 bolted through and clenched. Treenails are wrought through and clenched.
Thickstuff over Double Floors are 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 Wm. H. H. H. Surveyor's Signature Wm. H. H. H.

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

She has SALES

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and all new

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

137

57

70

70

70

70

13

14

5

7

4

3

Bower,

Stream,

Kedge,

N^o.

2

7

1

1

1

1

Weight.

6-2-1

7-0-2

3-2

3-2

3-2

3-2

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

She has One Long Boat and no other.

The present state of the Windlass is Good Capstan new Rudder Good 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 May 28th 1862.

2nd. When the Beams are put in, &c. June 30th 1862

3rd. { When completed, and before the plank be painted or payed July 31st 1862.

This vessel is well built of good & sound materials for the five years grade. Thick garboard strakes are horizontally bolted through the keel, and a wider keelson of red pine fitted, secured with through bolts in accordance with rule Sect 39. The bilge & timber strakes are through bolted & clenched in accordance with rule Sect 46. The vessel is fitted with patent purchase, she has also a double winch & all other necessary fittings for her destined voyage.

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

If Sheathed, Doubled, Felted, or Coppered None When last done

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

The Amount of the Fee.....£ 1 : - - is received by me, Wm. H. W. W.

Special£ -

Certificate£ 2 : 6

Committee's Minute 3rd October 1862

Character assigned 1 for 5 Years

20 - 21 - 31 - 17
5/2 2/2 7/2 2/2