Rec 25/4/64 # 2159

No. 2159, Survey held at Aberdeen, Date April 21st 1864

on the Ship ~~The Goodwa~~ + The Goodwa, Master Peter Johnson,

See letter annexed

Tonnage Old 790, Built at Aberdeen, When built 1863 Launched March 1864

New 717, By whom built Alex^r Hall & Co^y Owners Anderson Thompson & Co

Port belonging to London, Destined Voyage Adelaide,

If Surveyed while Building, ~~Afloat, or in Dry Dock~~ Under Special Survey.

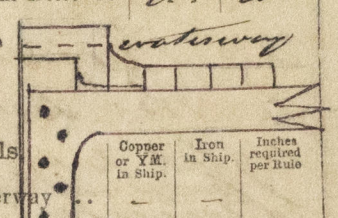
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length aloft	170	6	Extreme Breadth Outside	31	8	Depth of Hold	18	9

Scantlings of Timber.

	Sided,	IN SHIP. Moulded. Middle.	IN SHIP. Moulded. Ends.	REQUIRED PER RULE. Sided.	REQUIRED PER RULE. Moulded. Middle.	REQUIRED PER RULE. Moulded. Ends.
TIMBER AND SPACE	16	–	Iron	18	–	Iron
Floors ... Plates	5/8	19½	3.3	5/8	19.7/8	3.2 3/4
1st Foothooks	–	–	–	7/8	16	–
2nd Ditto ... Iron	1/2	4½	3½	1/2	4½	3.7/8 3.2 3/4
3rd Ditto ... Tiles						
Top Timbers	–	–	–	–	–	–
Deck Beams } No. 44 Average Space } 4 feet	1/2	7	3.3	1/2	7	2½ 2.3
Deck Beams, length amidships 28 ft	–	–	–	–	–	–
Hold Beams } No. 48 Average } 4 feet	9/16	8	3.3	9/16	7¼	2½ 3.3
Hold Beams, length amidships 29 ft	–	–	–	–	–	–
Keel	16	18	26	14½	14½	14½
Scarphs of Ditto	84	–	–	72	–	–
Keelsons Iron, Plates	3/4	16 3/4	18	4½	3/4	12½ 4 3/4 3 3/4
Scarphs of Ditto Wood	–	–	3/4	–	–	1/2

Thickness of Plank.

Outside.	INCHES. In Ship.	INCHES. Required per Rule.	Inside.	INCHES. In Ship.	INCHES. Required per Rule.
Garboard Strakes	9½	5¼	Limber Strakes	3	1½ 3
Garboard to Bilge	5¼	5¼	Bilge Planks	3	
Bilge Planks	5¼	5¼	Ceiling in Flat	3	
Bilge to Wales	5¼	5¼	Ditto Bilge to Clamp	2½	
Wales	5¼	5¼	Hold Beam Clamps	none	required
Topsides	5¼	5¼	Deck Beam Ditto	do	do
Sheer Strakes	5¼	5¼	Ceiling 'twixt Decks	2½	1½
Plank Sheers	none	required	Hold Beam Shelfs	none	required
Water-Ways Upper Deck	10	–	Deck Beam Ditto	do	do
Water-Ways Lower Deck	Iron	2 3/4	Bolt in	– – –	waterway
Ditto, laying surface against Timbers	10				
Upper Deck	4				



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, & Deadw'd abaft	15/16	–	15/16
Scarphs of Keel, No. 8	1 1/8	–	1 1/8
Keelson Bolts through Keel at each Floor	none required		
Bolts thro' Heels of Timbers against Deadwood	do	do	–

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Transoms and throats of Hooks	1 1/8	–	1 3/16
Arms of Hooks	1 1/8	–	1 1/8
Thro' Bilge & Limber Strakes	none required		
Thickstuff over Double Floors			
Butt End Bolts	–	1 Galv^d	
Pintles of the Rudder	3½	–	3¼

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Hold Beam Bolts in: Waterway	–	–	
Hold Beam Bolts in: Knees	–	–	
Hold Beam Bolts in: Shelf or Clamp	–	–	
Deck Beam Bolts in: Waterway	–	1 Galv^d	
Deck Beam Bolts in: Knees	none required		
Deck Beam Bolts in: Shelf or Clamp	do	do	–
Nails or Bolts in Flat of Deck	–	1/2 Galv^d	
Treenails none Inches	Screw & nuts.		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 Inches. The Space between the Top-Timbers is 18 Inches.

The Floors consist of Iron & the remainder The First Foothooks of – – – –

The Second Foothooks of part of the frame, The Third Foothooks and Top Timbers of – – – –

The Shifts of the First and Second Foothooks are not less than – – – *N.B. When less than prescribed by the Rule, 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 Good.

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

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 piece of Rudder is Best Oak of Windlass is Best Oak,

The Keel Best Oak & Elm, The Main Keelson is Iron, bottom plates 3/4 by 24, free from all defects. – – –

The Stem, and Stern Post of Teak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Best Oak & Teak. Deadwood, Best Oak & Teak, and are well free from all defects.

The Deck and Hold Beams of Best Iron, The Breasthooks of Iron. The Knees of Iron,

Planking Outside.—From the Keel to the Height defined in Note to Table A or ~~to the First Foothook Heads~~ the Plank is Best Elm & Teak.

From the above named Height to the Light Water Mark Teak.

From the Light Water Mark to the Wales Teak.

The Wales and Black-strakes are Teak, The Topsides & Sheer-strakes Teak.

The Spirketting and ~~Plank sheers~~ Teak, The Water-ways { Upper Deck Teak, Lower Deck Iron.

The Decks 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 Three between, *and without step-butting*

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

The Ceiling, Lower Hold, and between Decks Best Red pine & Teak Shelf Pieces and Clamps none required

Fastenings.—To Hold Beams Rivetted to the frames as shown in the Margin,

Deck Beams Secured the same way.

Number of Breasthooks Two. Pointers none required Crutches Two.

Butt End Bolts are Iron Galvanized in the Bottom two Bolts in each Butt End screwed with nuts through and ~~clenched~~.

Bilge and Limber Strakes none required bolted through and clenched. Treenails of none required How Made –

Thickstuff over Double Floors – 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 Alex^r Hall & Co *Surveyor's Signature* William Hall Jr.

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ABN5 0040

2159 Abn

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

She has SAILS.

No.

2 Suits Compl^t

- Fore Sails,
- Fore Top Sails,
- Fore Topmast Stay Sails,
- Main Sails,
- Main Top Sails,

and all New,

CABLES, &c.

	Fathoms.	Inches.
Chain Proved to 44 Tons,	300	1 3/16
do 13 Tons 15 cwt.		
Hempen Stream Cable	60	7/16
Hawser	90	7½
Towlines	90	9½
Warp	90	5

All of Good quality.

ANCHORS, and their weights.

	No.	Weight. Cwt. Qr. lbs
Patterson, Proved 24 Tons, Bower,	3	25-3-14
Proved to 26 Tons		32-0-7
do to 26 Tons,		33-1-10
Stream,	1	10-3-24
Kedge,	2	5-1-14
		2-0-14

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

She has None Long Boat, and Four Others,

The present state of the Windlass is Good Capstan Good 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 Novr 9th 1863.

2nd. When the Beams are put in, &c. Novr 1st

3rd. When completed, and before the plank be painted or payed Feby 14th 1864,

This Vessel is well built, with Iron frame & wood skin for the twelve years grade, entitled a permanent water tight Deck for an additional period of another year. She has a raised quarter deck, & Poop & Long forecastle. Built in accordance with Rule, Sect 3 & 4. The whole of the outside planking is fastened with 1 Inch galvanized Iron screw bolts & nuts. The heads sunk into the planks 1¼ Inch to admit of plugs over them, to protect the action of the Copper sheathing. There being no other sheathing but paper between. The Main Keelson is Box fitted, the bottom plates rivetted to each floor. The bilge keelsons, one of both Iron 5/16 by 7 Inches with double angle Irons 5/16 by 4 by 5, rivetted to each frame, 14 pair of diagonal plates fitted outside the frame 5/16 by 7, extending from sheer strake plates down to the bilge strakes, 4 pair plates under sheer strakes 1/2 In by 10, 1 Bilge plate, fore & aft outside 1/2 In by 12½, the whole well rivetted to each frame, Stringer plates on upper & lower deck beam ends are 5/16 by 21 Inches with angle Irons 9/16 by 4½ & 5, 4 pair of diagonal straps across the top of beams 8 In by 12, plates on each side of hatchways & upper & lower deck 1/2 In by 12, the whole well rivetted to each beam, Butt plates to receive bolts of outside planking 1/2 In rivetted to the frames, plates on top of keel fore & aft extending up the deadwoods 3/4 by 26 In, to receive through bolts of garboard strakes &c. The garboard strake bar horizontally bolted through the keel & each other, Iron 3/4 to 7/8

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal & paper When last done 1864,

I am of opinion this Vessel should be Classed 13. A. 1.

The Amount of the Fee.....£ 5 : - : - is received by me, William Walker Surveyor of Shipping building

Special .....£35 : 17 : -

Certificate ....£ - : - : -

Total Rec^d £40 : 17 : -

Committee's Minute 26th April 1864

Character assigned A 1 for 13 Years

Iron Frame — planked

Expl B.S.

Passed 8th Nov 1863 — 1 0

Plan 8th April 1864 — 1 0

Surveys 2 5

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