

No. 2339 Survey held at Berkeley Date April 25th 1874
Ship Cornwall Master Robt Phillips
Age under tonnage deck 731 Built at Liverpool When built 1866 Launched April 1866
No of poop 94 By whom built Humphreys Owners W. C. C. & Co
Total tonnage 825 Port belonging to Liverpool Destined Voyage Sydney
Surveyed while Building, Afloat, or in Dry Dock Under Special Survey

Length as per section 39	Feet	Inches	Extreme Breadth Outside	Feet	Inches	Depth of Hold	Feet	Inches	Number of Decks
Length of Keel	104	2	33	7	19	5			One
(Depth from limber-strakes to under side of lower deck beam <u>19 feet 6 inches</u>)									
Scantlings of Timber.									
TIMBER AND SPACE	33								
Floors	13	14	13	13	12	12	12	12	
1st Foothooks	11	13	12	12	12	10	12		
2nd Ditto	11	12	11	11	11	11	11		
3rd Ditto	11	10	10	10	10	10	10		
Top Timbers	10	10	10	10	10	10	10		
Deck Beams	10	10	10	10	10	10	10		
Deck Beams, length amidships	10	10	10	10	10	10	10		
Keel	15	16	15	15	15	15	15		
Scarp of Ditto	15	16	15	15	15	15	15		
Keelsons	15	16	15	15	15	15	15		
Scarp of Ditto	15	16	15	15	15	15	15		
Outside Plank.									
Garboard Strakes	7	4	4	4	4	4	4		
Garboard to Bilge	4	5	5	5	5	5	5		
Bilge Planks	5	5	5	5	5	5	5		
Bilge to Wales	5	5	5	5	5	5	5		
Wales	5	5	5	5	5	5	5		
Topsides	4	5	5	5	5	5	5		
Sheer Strakes	4	5	5	5	5	5	5		
Plank Sheers	4	5	5	5	5	5	5		
Waterways	13	13	13	13	13	13	13		
Upper Deck	13	13	13	13	13	13	13		
Lower Deck	13	13	13	13	13	13	13		
Ditto, faying surface against Timbers	9	8	8	8	8	8	8		
Upper Deck	9	8	8	8	8	8	8		
Inside Plank.									
Limber Strakes	4	4	4	4	4	4	4		
Bilge Planks	4	4	4	4	4	4	4		
Ceiling in Flat	4	4	4	4	4	4	4		
Ditto Bilge to Clamp	3	3	3	3	3	3	3		
Hold Beam Clamps	3	3	3	3	3	3	3		
Deck Beam Ditto	2	2	2	2	2	2	2		
Ceiling 'twixt Decks	2	2	2	2	2	2	2		
Hold Beam Shelves	2	2	2	2	2	2	2		
Deck Beam Ditto	2	2	2	2	2	2	2		
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.									
Heel-Knee, & D	1	1	1	1	1	1	1		
Scarp of F	1	1	1	1	1	1	1		
Keelson P	1	1	1	1	1	1	1		
at each	1	1	1	1	1	1	1		
bolts	1	1	1	1	1	1	1		
ap	1	1	1	1	1	1	1		
Transoms and throats of Hooks	1	1	1	1	1	1	1		
Arms of Hooks	1	1	1	1	1	1	1		
Thro' Bilge & Limber Strakes	1	1	1	1	1	1	1		
Thickstuff over Double Floors	1	1	1	1	1	1	1		
Butt End Bolts	1	1	1	1	1	1	1		
Short Bolts in Ceiling	1	1	1	1	1	1	1		
Pintles of the Rudder	1	1	1	1	1	1	1		
Hold Beam	1	1	1	1	1	1	1		
Bolts in	1	1	1	1	1	1	1		
Deck Beam	1	1	1	1	1	1	1		
Bolts in	1	1	1	1	1	1	1		
Nails or Bolts in Flat of Deck	1	1	1	1	1	1	1		
Treenails	1	1	1	1	1	1	1		

The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.
The First Foothooks of Baltic Oak.
The Third Foothooks and Top Timbers of Baltic Oak.
The Shifts of the First and Second Foothooks are not less than 4 feet 7. 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 First Foothook Heads upwards, and well free from sap; and from thence downwards, the frame is good.
The 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 chocked with no Butt at each end of the chock. The Main piece of Rudder is Baltic Oak of Windlass is well chocked.
The Keel is Baltic Oak. The Main Keelson is Greenheart, and is free from all defects.
The Stem, and Stern Post of Baltic Oak. The Transoms, Knight Heads, Hance Timbers, and Aprons of Baltic Oak. Deadwood, Baltic Oak, and are well free from all defects.
The Deck, and Hold Beams of Baltic Oak. The Breasthooks of Iron. The Knees of Iron.
Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is well chocked. From the above named Height to the Light Water Mark Greenheart. From the Light Water Mark to the Wales Greenheart. The Wales and Black-strakes are Greenheart. The Topsides & Sheer-strakes Baltic Oak. The Spirketting and Plank-sheers Greenheart. The Water-ways { Upper Deck Greenheart Lower Deck Greenheart. The Decks Yellow pine State 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 Shore between, and without step-buttling.
Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic Oak. The Ceiling, Lower Hold, and between Decks Greenheart. Shelf Pieces and Clamps Baltic Oak. Fastenings.—To Hold Beams are 15 pair of hanging knees & 13 pair of knee ridgers well rivetted to the beams & bolted through the ship's side clenched. Deck Beams are secured with Iron staple lagging knees to each beam & pair of staple standards & 1 pair of hanging knees all through bolted & clenched. Number of Breasthooks Three. Pointers none required Crutches Three. Butt End Bolts are of Yellow Metal in the Bottom Iron Bolts in each Butt End Iron through and clenched. Bilge and Limber Strakes all bolted through and clenched. Treenails well made. Thickstuff over Double Floors all 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 John Humphreys & Co Surveyor's Signature Willm. Halliday

ABNS 0217

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

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N ^o .				Fathoms.	Size.		N ^o .	Weight.
	Fore Sails,		Chain	300	1 1/2	Tested to, as per Certificate.		Ex. Stock.
	Fore Top Sails,		Hempen Stream Cable ..	60	1 1/2			as per Certificate.
	Fore Topmast Stay Sails,		Hawser	90	8 1/2			
	Main Sails,		Towlines	90	10			
	Main Top Sails,		Warp	90	5			
	and all new		All of <u>good</u> quality.					

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

She has one Long Boat and 3 others

The present state of the Windlass is good Capstan good Rudder good Pumps 2 good

Order for Special Survey,

No. 191 Date April 5th 1867

Order for Ordinary Survey,

No. — Date —

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed Sept 17th 1866

2nd. When the Beams are put in, &c. Oct 17th 1866

3rd. { When completed, and before the } March 8th 1867
plank be painted or payed }

General Remarks

This vessel is well built of good and sound material for the seven yards grade under a permanent water-tight roof in accordance with rule No. 32 for an additional period of one year, well said March 25th 1867. She is fastened with Iron bolts & clamps, including the whole of the inside fastenings, in accordance with rule No. 46 for an additional period of one year. She has a full poop & fore-castle, built in accordance with rule No. 37, 38 & 41. 18 pairs of diagonal plates fitted & bolted inside the frame timbers 4 1/2 by 3/4, 16 feet apart in accordance with rule No. 39, a pair of timber the beam of 6 1/2 by 3/4 square through bolted & clamped in accordance with rule No. 39. The bilge & thick strakes over the stern for head cheeks are through bolted & clamped in accordance with the same rule & No. 41. Stringer plates in hold beam ends, 2 1/2 by 3/4, with angle bars, 4 by 3 1/2 inch bolted to every alternate timber & well rivetted to stringer plates, 2 1/2 plates on each side of hatchways 12 1/2 by 13 1/2 pair of diagonal plates on top of beams 13 1/2 by 13 1/2 well rivetted to beams & the stringer plates. The caulking inspected sundry times during the progress of building satisfactory. Anchors & Chains, tested at Lloyd's Dock Public Chain & Anchor proving House New Castle upon Tyne, Certificates signed W. B. Marshall, Joseph March 20th & 27th & April 8th & 15th 1867.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done 1867

I am of opinion this Vessel should be Classed 9 A.S.

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

Special£ 41 : 5 : W. B. Marshall

Certificate£ 7 : - : W. B. Marshall

Committee's Minute 3rd May 1867

Character assigned A for G. class

does not appear eligible for an improved class 1867 not Sailed