

out on the Beam } HOOPER

If Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.		Number of Decks
Length of Keel	46.6			21.1		9.55			One
	42.	Sided.	Moulded.	IN SHIP.	REQUIRED PER RULE.	(Depth from limber-strakes to under side of lower deck beam)			
Scantlings of Timber.		Middle.	Ends.	Middle.	Ends.				
TIMBER AND SPACE.....	20 1/2			18					
Floors	8 x 10	9	8	4	4	4			
1 st Foothooks	8	8	4 1/2	6	4	6			
2 nd Ditto	4 1/4	4 1/2	6 1/2	5 1/2	6	5 1/2			
3 rd Ditto									
Top Timbers	4	6 1/2	4 3/4	5 1/2	5 1/2	4			
Deck } N° 15 Average Space }	8	8	6	4	4	5 1/4			
Beams }	18.9			18 feet					
Deck Beams, length amidships ..									
Hold } N° Average Space }									
Beams }									
Hold Beams, length amidships ..									
Keel	10	13	13	8	8	8			
Scarphs of Ditto	6 feet			4 feet					
Keelsons	11	16	12	9	9	9			
Scarphs of Ditto	None			4 1/2 feet					

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule			in Ship	per Rule
Heel-Knee, & Dead'w'd abaft	15/80	14/60		Transoms and throats of Hooks	12/60	14/60	12/60	Hold Beam {	Waterway ..		
Scarphs of Keel, N ^o . 7	13/60	11/60		Arms of Hooks.....	11/60	11/60	11/60	Bolts in {	Knees		
Keelson Bolts through Keel }				Thro' Bilge and Limber Strakes		10/60	9/60		Shelf or Clamp		
at each Floor }	14/60	12/60		Thickstuff over Double Floors..				Deck Beam {	Waterway ..	11/60	10/60
Bolts thro' Heels of Timbers }				Butt End Bolts.....	9/60	10/60	9/60	Bolts in {	Knees	11/60	10/60
against Deadwood }	10/60	10/60		Short Bolts in Ceiling		a			Shelf or Clamp	11/60	10/60
Frame Bolts.....	10/60			Pintles of the Rudder	2 1/8	37 5	1 1/8	Nails or Bolts in Flat of Deck		4 1/2 60	10/60
								TreenailsInches		5 "	10/60

Fasting: — 10 Holy Days

~~Thickstuff~~ over Double Floors bolted through and clenched. General Quality of Workmanship *Good*

Surveyor to Lloyd's Register of British and Foreign Shipping

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

*Keel by Hartness South Dock
Sunderland 2nd Aug^r 1878*

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
One	Fore Sails,	Chain	45	14/16	20 1/2 ton	120	10 1/2	Bowers	2	5.2.14	8.0.2.14	4.1.0	5 1/2
One	Fore Top Sails,	Chain	50	13/16	11 1/2 ton	12 1/2	15 1/2			5.0.21	4.11.3.14	4.1.0	5 1/2
One	Fore Topmast Stay Sails,	Chain	30	14/16	9 1/2 ton	45 of 9/16				1.0.4			
One	Main Sails,	Chain	60	10/16	4 1/2 ton	45 of 9/16		Stream	1	1.1.26		1.1.0	
One	Main Top Sails,	Chain	42	5 1/2	2 1/2 ton	45 of 5/16		Kedges	1	1.19		0.2.0	
One	and	Chain	42	3 1/2	2 1/2 ton	45 of 3				1.0.11			

Her Standing and Running Riggings *good* sufficient in size and *good* in quality. She has *one* long Boat and

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *2 of Iron & 1 of Wood*

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Two discharge ports, and two scuppers on each side.

Cargo Hatchways.—How formed? *Wood Bannings bolted to beam* State size *5.9 x 5.6* *One Hatch*

If of extraordinary size, state how framed and secured? *Medium size*

What arrangement for shifting beams? *None* *After Hatch 5.0 x 5.0*

Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *5.0 x 6.0*

Order for Special Survey, No. <i>509</i>	DATES of Surveys	1st. When the Frame is completed	<i>Built under special survey & surveyed</i>
Date <i>May 9 1878</i>	held while build-	2nd. When the Beams are put in, &c.	<i>as follows April 9. 19. May 2. 20. June 5. 25. July</i>
Order for Ordinary Survey, No. <i>✓</i>	ing, as per Section	3rd. When completed, and before the plank be painted or payed	<i>10. August 5. 25. Sept 24. October 7</i>
Date <i>✓</i>	35.		
No. <i>5</i> in Builder's Yard.			

General Remarks.

Has 8 pairs of Diagonal plates 3 1/2 x 4 1/2 closely inserted outside the frame as per Section 39, and is built of good and sound material of the 6 years grade and upwards, and in accordance with accompanying approved tracing of Midship Section as per Secretary's Letter dated May 2nd 1878, for an additional year under the Prime Material Rule Section 34, and is fastened externally with iron nails yellow metal bolts and dunnage to the exclusion of Iron from the lower part of keel up to the height of 4 1/2 the midship depth of hold below the upperside of the deck, above which all fastenings outside and the whole of the inside fastenings are of iron properly galvanized but the bilge and timber shakes are galvanized iron fastened driven through and clenched upon the timber of the frame for a further period of one year as per Section 40, and was during construction salted as per Rules the beams being grooved and salted and the keelson cased in and salted at ends for a further period of one year as per Section 34

Present condition of Caulking of Bottom *Good where tested* Deck, *do* and Waterways *do*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *✓* When last done *✓*

I am of opinion this Vessel should be Classed *Act 1*

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, *W. Little*
Special £ 4 : 5 : 0 Oct 11 1878
Certificate *gratis*

(Travelling Expenses, if any, £ 5.10.0

Committee's Minute 15th October, 1878.

Character assigned *Act 1*

Surveyor to Lloyd's Register of British and Foreign Shipping.



This vessel was
classified as
a *✓*
Lloyd's Register
Foundation