

No. 774 Survey held at Rickford Date Sept 5, 1865 to May 13, 1864 1361
 on the Sch^r - Uganda Master Barrett
 Tonnage Old 180 Built at Rickford When built 1864 Launched March 1865
 New 137 By whom built Johnson Owners H. Williams
 Port belonging to Truro Destined Voyage Coasting

Surveyed while Building, Afloat, or in Dry Dock Throughout build under special survey

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	89					20		10			11		8	
Scantlings of Timber.														
TIMBER AND SPACE	20				19									
Floors	9	9 1/2			7 1/2	7 1/2								
1st Foothooks	4 1/2	7 1/2			6 1/2	6 1/2								
2nd Ditto	6 1/2	7			6	6								
3rd Ditto	6 1/2	6 1/4			5 3/4	5 1/4	4 1/2							
Top Timbers	8	8	6 3/4		5 1/4	5 1/4	4 1/2							
Deck } N ^o <u>10</u> Average } Beams } <u>6</u> - <u>9</u> - <u>11</u> } } <u>19</u> - <u>21</u> } Deck Beams, length amidships	8	8	6 3/4		7 1/4	7 1/4	6							
Hold } N ^o <u>2</u> Average } Beams } <u>9</u> - <u>12</u> } } <u>12</u> - <u>15</u> }	9 1/2	9 1/2	8 1/2		9 1/2	9 1/2	8							
Hold Beams, length amidships	10	13 1/2			9	9								
Keel	5 1/2				4 1/2	4 1/2								
Scarphs of Ditto	5 1/2				4 1/2	4 1/2								
Keelsons <u>Rickford</u>	10 1/2				10	10								
Scarphs of Ditto	5 1/2				4 1/2	4 1/2								

Thickness of Plank.	INCHES.		Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	2 1/2	2 1/4				3	2 3/4	
Garboard to Bilge	2 1/4	2 1/4				3	2 3/4	
Bilge Planks	2 1/2	2 1/4				3	2 3/4	
Bilge to Wales	2 1/2	2 1/4				3	2 3/4	
Wales	4	3 1/2				3	2 3/4	
Topsides	2 3/4	2 1/2				3	2 3/4	
Sheer Strakes	2 3/4	2 1/2				3	2 3/4	
Plank Sheers	2 3/4	2 1/2				2	1 3/4	
Water-Ways } Upper Deck } Lower Deck	8 1/2	6 1/2						
Ditto, faying surface against Timbers	4	4						
Upper Deck	2 1/2	2 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.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft	1 1/2	1		Transoms and throats of Hooks	1 1/2	1	
Scarphs of Keel, N ^o 7	3/4	1 1/2		Arms of Hooks	3/4	1 1/2	
Keelson Bolts through Keel at each Floor	1	1 1/2		Thro' Bilge & Limber Strakes	5/8	1 1/2	
Bolts thro' Heels of Timbers against Deadwood	3/4	1 1/2		Thickstuff over Double Floors	5/8	1 1/2	
				Butt End Bolts	5/8	1 1/2	
				Pintles of the Rudder	2 1/4	2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 3/4 Inches. The Space between the Top-Timbers is 4 Inches.
 The Floors consist of English Oak The First Foothooks of English Oak
 The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
 The Shifts of the First and Second Foothooks are not less than 3/6 N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are insufficient
 The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is the same
 The Frames are all are framed 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 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 English Oak of Windlass is English Oak
 The Keel is English Oak The Main Keelson is Greenheart and free from all defects.
 The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is English & American Elm
 or—to the First Foothook Heads }
 From the above named Height to the Light Water Mark Teak, English Oak & Greenheart
 From the Light Water Mark to the Wales Teak, English Oak & Greenheart
 The Wales and Black-strakes are Teak, English Oak & Greenheart The Topsides & Sheer-strakes Teak & English Oak
 The Spirketting and Plank-sheers English Oak The Water-ways } Upper Deck Greenheart
 } Lower Deck English Oak
 The Decks Yellow pine State of very good

The Shifts of the Planking are not less than 5 Feet 1 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 3 strakes between, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Greenheart & English Oak
 The Ceiling, Lower Hold, and between Decks Teak, English Oak & Greenheart Shelf Pieces and Clamps Greenheart & English Oak
Fastenings.—To Hold Beams Iron bolts 2 pairs one of each

Deck Beams Double ledging Teak one pair one of each
 Number of Breasthooks 3 English Oak one Pointers Two one Crutches One one
 Butt End Bolts are of Yellow Metal the Bottom: 2 Bolts in each Butt End one through and clenched.
 Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak How Made well made
 Thickstuff over Double Floors Yellow Metal bolted through and clenched. General Quality of Workmanship very good
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature John Johnson Surveyor's Signature W. Williams
 Lloyd's Register Foundation

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.
✓	Fore Sails,	90	15 1/4	15 tons 1/2	2	8,000 lbs
✓	Fore Top Sails,	90	7	12 "		
✓	Fore Topmast Stay Sails,	90	5 1/2		1	3,200
✓	Main Sails,	90	4			
✓	Main Top Sails,	90	3		1	1,200
	and <u>others, a full suit</u>					

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

She has One Long Boat and a Jolly Boat

The present state of the Windlass is good Capstan _____ Rudder good Pumps 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 September - 26th 1863

2nd. When the Beams are put in, &c. Nov 5th

3rd. { When completed, and before the plank be painted or payed } April 12th 1864

This vessel has a good frame, of English Oak, well squared, and properly choiced, the planking is also good and well wrought, and I am of opinion she is eligible to Class as recommended below -

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

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 3 1/2 Years

The Amount of the Fee.....£ 2 : : is received by me,

Special£ 6 : 11 :
Certificate£ : :

Committee's Minute 7th June 1864

Character assigned A 1 for 12 Years



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