

No. 1107 Survey held at Bideford Date Aug 17/64 1864
on the Barge Calve-ve Master Mills
Tonnage Old Built at Bideford When built 1864 Launched June 2
By whom built George Barker Owners Henry Bath & Co.
Port belonging to Swansea Destined Voyage Swansea South America
If surveyed while Building, Afloat, or in Dry Dock Throughout build under Special Sur.

Length aloft			Extreme Breadth Outside			Depth of Hold		
143			29			19		
Feet.			Inches.			Feet.		
Sided.			IN SHIP.			IN SHIP.		
Moulded.			Moulded.			Moulded.		
Middle.			Middle.			Middle.		
Ends.			Ends.			Ends.		
Scantlings of Timber.			Outside.			Thickness of Plank.		
Timber and Space			Garboard Strakes			Limber Strakes		
28 1/2			4			12 x 4		
Floors			Garboard to Bilge			Bilge Planks		
12 1/2			4			4		
1st Foothooks			Bilge Planks			Ceiling in Flat		
11 1/2			8 1/2			3		
2nd Ditto			Bilge to Wales			Ditto Bilge to Clamp		
10 1/2			4			3		
3rd Ditto			Wales			Hold Beam Clamps		
9 3/4			8 1/2			5		
Top Timbers			Topsides			Deck Beam Ditto		
9 5/8			4			5		
Deck No 20 Average Space			Sheer Strakes			Ceiling 'twixt Decks		
4 1/2			4			3		
Deck Beams, length amidships			Plank Sheers			Hold Beam Shelves		
27 1/2			4			12 x 7 1/2		
Hold No 24 Average Space			Water Upper Deck			Deck Beam Ditto		
4 1/2			11 x 12 10 3/4			12 x 7 1/2		
Hold Beams, length amidships			Ways Lower Deck					
27 1/2			Ditto, faying surface against Timbers					
Keel			6 1/2					
14 1/4			Upper Deck					
Scarp of Ditto			3 1/2					
6 1/2								
Keelsons Rider 12 x 14								
15 1/2								
Scarp of Ditto								
8 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			Transoms and throats of Hooks			Hold Beam		
1 1/4			1 1/2			Waterway		
Scarp of Keel, No 8			Arms of Hooks			Bolts in		
1			1			Knees		
Keelson Bolts through Keel			Thro' Bilge & Limber Strakes			Shelf or Clamp		
1 1/2			1 1/2			Waterway		
at each Floor			Thickstuff over Double Floors			Bolts in		
1 1/2			Butt End Bolts			Knees		
Bolts thro' Heels of Timbers			3/4			Shelf or Clamp		
1 1/2			Pintles of the Rudder			Nails or Bolts in Flat of Deck		
against Deadwood						Treenails		
1 1/2						1 1/2		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 3/4 Inches. The Space between the Top-Timbers is 5 1/4 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 3/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the First Foothook Heads upwards, and the same free from sap, and from thence downwards, the frame is the same

The same Frames are all are frames 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 3/8 of the entire moulding at that place.

The Frame is chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is Eng Elm The Main Keelson is Green Heart 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.

The Deck and Hold Beams of Eng Oak & Oak The Breasthooks of Eng Oak & Oak The Knees of Eng Oak & Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is English Oak, Elm
or to the First Foothook Heads }

From the above named Height to the Light Water Mark English Oak, Oak & Green Heart

From the Light Water Mark to the Wales Oak & English Oak

The Wales and Black-strakes are Oak & Eng Oak The Topsides & Sheer-strakes Oak & English Oak

The Spirketting and Plank-sheers Oak & English Oak The Water-ways { Upper Deck Oak & Eng Oak

The Decks Yellow pine Lower Deck Oak

The Shifts of the Planking are not less than 5 Feet 1 Inches. State of very good

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 Green heart and English Oak

The Ceiling, Lower Hold, and between Decks Green heart & Eng Oak Shelf Pieces and Clamps Green heart & Eng Oak

Fastenings.—To Hold Beams substantial shelf clamp, iron horizontal braces

and 20 pair strong standard iron hider hanging bars of

iron.

Deck Beams substantial shelf clamp, iron horizontal braces and

19 pair strong standard iron hanging bars of ditto

Number of Breasthooks 5 Eng Oak & iron Pointers 2 pair iron Crutches 2 iron

Butt End Bolts are of Yellow metal in the Bottom: two 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 George Goff & Son Surveyor's Signature W. H. G. G.

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.	Tested at public machine N ^o .
2	Fore Sails,	Chain	270	17 1/2	Proof 37 tons	25.3.4-2
2	Fore Top Sails,	Hempen Stream Cable	90	9	Bower	20.3.4-2
2	Fore Topmast Stay Sails,	Hawser	80	6 3/4	Stream,	20.0.12-2
2	Main Sails,	Towlines	80	5 3/4		
2	Main Top Sails,	Warp	80	3 3/4	Kedge,	24.0.26
and other, nearly a double shift		All of <u>good</u> quality.				25.0.12

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan good 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	<u>February 29th 1864</u>
	2nd. When the Beams are put in, &c.	<u>April 14th</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>June 18th</u>

This Ship has a raised quarter deck 45ft long by 5ft 5ins high. Frames, Planking good and well wrought. She has a pulser and rider of green heart, and Bigginsons of 40, fastened as per rule Sec 46. Beams & Braces are also very good and the Run Braces and fastenings, generally exceed the requirements in the Rules. The anchors and Chains are manufactured by Henry Wood & Co. of Liverpool and the Certificator in my possession specifies that they have been tested at the Public Machine of the 'Mersey Harbour Board', and have sustained a tension of 20 tons 19 cwt. and 20 tons 16 cwt. - the latter 37 tons equal to the Government test. I am therefore of opinion she is eligible to Class as recommended below

Note - 'all the outside planking is fastened with yellow metal bolts, and treenails to the exclusion of iron'.

Decks have been cut out each side and the -

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

If Sheathed, Doubled, Felted, or Coppered, Yellow Metal on top When last done now done

I am of opinion this Vessel should be Classed A 3, 13 Years

The Amount of the Fee.....£ 5 : : is received by me,

Special£ 25 : 5 :

Certificate£ : :

Committee's Minute 15th July 1864

Character assigned A 7 for 13 Years



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