

No. 1374 Survey held at Barnstable Date October 16th 1874
 on the Ch. Admiral Fitzroy Master M. Ching
 Tonnage Old 452 82 Built at Barnstable When built 1864 Launched 1864
New 377.49 By whom built Hastacott Owners James Burgess & Co.

Port belonging to Swansea Destined Voyage Swansea
 If Surveyed while Building, Afloat, or in Dry Dock throughout build under special

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.					
137	1	4	27	2	27	2	11	11	11	11	11	11	11	11

Scantlings of Timber.	IN SHIP.			REQUIRED PER RULE.		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.
TIMBER AND SPACE	26	25 1/2	25 1/2	25 1/2	25 1/2	25 1/2
Floors	12 1 1/2	11 1 1/2	11 1 1/2	11 1 1/2	11 1 1/2	11 1 1/2
1st Foothooks	10 1/2 10	9 1/2 9 1/2	9 1/2 9 1/2	9 1/2 9 1/2	9 1/2 9 1/2	9 1/2 9 1/2
2nd Ditto	9 1/2 9	8 1/2 8 1/2	8 1/2 8 1/2	8 1/2 8 1/2	8 1/2 8 1/2	8 1/2 8 1/2
3rd Ditto	8 1/2 8	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2
Top Timbers	8 1/2 8	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2	7 1/2 7 1/2
Deck Beams, length amidships	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4
Hold Beams, length amidships	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4	25 1/4
Keel	12 1/2 15	12 1/2 15	12 1/2 15	12 1/2 15	12 1/2 15	12 1/2 15
Scarp of Ditto	5 1/2 7 1/2	5 1/2 7 1/2	5 1/2 7 1/2	5 1/2 7 1/2	5 1/2 7 1/2	5 1/2 7 1/2
Keelsons	13 1/2 14	13 1/2 14	13 1/2 14	13 1/2 14	13 1/2 14	13 1/2 14
Scarp of Ditto	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2

Thickness of Plank.	INCHES.		INCHES.	
	In Ship.	Required per Rule.	In Ship.	Required per Rule.
Outside.				
Garboard Strakes	3 1/2	3 1/2	3 1/2	3 1/2
Garboard to Bilge	3 1/2	3 1/2	3 1/2	3 1/2
Bilge Planks	4 1/2	4 1/2	4 1/2	4 1/2
Bilge to Wales	3 1/2	3 1/2	3 1/2	3 1/2
Wales	4 1/2	4 1/2	4 1/2	4 1/2
Topsides	3 3/4	3 3/4	3 3/4	3 3/4
Sheer Strakes	3 3/4	3 3/4	3 3/4	3 3/4
Plank Sheers	3 3/4	3 3/4	3 3/4	3 3/4
Water-Ways	10 1/2 x 9	9	9	9
Ditto, faying surface against Timbers	5 1/2	5 1/2	5 1/2	5 1/2
Upper Deck	3 1/2	3 1/2	3 1/2	3 1/2
Inside.				
Limber Strakes	4	3 3/4	4	3 3/4
Bilge Planks	4 1/2	4 1/2	4 1/2	4 1/2
Ceiling in Flat	2 3/4	2 3/4	2 3/4	2 3/4
Ditto Bilge to Clamp	2 3/4	2 3/4	2 3/4	2 3/4
Hold Beam Clamps	4	4	4	4
Deck Beam Ditto	3 3/4	3 3/4	3 3/4	3 3/4
Ceiling 'twixt Decks	2 1/2	2 1/2	2 1/2	2 1/2
Hold Beam Shelves	4	4	4	4
Deck Beam Ditto				

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
	Inches	Required	Inches	Required			Inches	Required	Inches	Required	
Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2	Hold Beam Bolts in	Waterway	1 1/2	1 1/2	1 1/2	
Scarp of Keel, N°	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2		Knees	1 1/2	1 1/2	1 1/2	
Keelson Bolts through Keel at each Floor	1	1	1	1	1	Deck Beam Bolts in	Waterway	1 1/2	1 1/2	1 1/2	
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2		Knees	1 1/2	1 1/2	1 1/2	
Transoms and throats of Hooks	3/4	3/4	3/4	3/4	3/4	Nails or Bolts in Flat of Deck	Shelf or Clamp	1 1/2	1 1/2	1 1/2	
Arms of Hooks	3/4	3/4	3/4	3/4	3/4		Treenails	1 1/2	1 1/2	1 1/2	
Thro' Bilge & Limber Strakes	3/4	3/4	3/4	3/4	3/4						
Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2						
Butt End Bolts	1 1/2	1 1/2	1 1/2	1 1/2	1 1/2						
Pintles of the Rudder	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2						

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 13 1/4 Inches. The Space between the Top-Timbers is 4 1/2 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 1/2 N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are _____
 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 _____ bolted together to the Gunwale. All are steamed N. B. If not, state how bolted.
 The Butts of the Timbers are _____ close together; their thickness not less than 1/2 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 Elm The Main Keelson is Gun 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.

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 English Oak & Gun Heart
 From the Light Water Mark to the Wales English Oak & Gun Heart
 The Wales and Black-strakes are Gun Heart & English Oak The Topsides & Sheer-strakes Oak & English Oak
 The Spirketting and Plank-sheers English Oak & Oak The Water-ways { Upper Deck Gun Heart
 Lower Deck English Oak
 The Decks Yellow Pine State of Very good
 The Shifts of the Planking are not less than 5 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 3 strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak & Gun Heart
 The Ceiling, Lower Hold, and between Decks English Oak & Gun Heart Shelf Pieces and Clamps English Oak & Gun Heart
Fastenings.—To Hold Beams Two horizontal ones, 1 pair iron, 1 pair oak, and 2 pairs hanging ditto of iron
 Deck Beams Two horizontal ones, and a few of English Oak, 1 pair iron, 1 pair oak, and 4 pairs hanging ditto

Number of Breasthooks 4 English Oak Iron Pointers 2 pair English Oak Crutches Two 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 _____ 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 William Westcott Surveyor's Signature _____

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights. with ^{to Stock}	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	240 1/4	Point to 28.5 good	142.15-16.3
1	Fore Top Sails,	Chain		marked 20 lbs B-21	15.1.5-16.14
1	Fore Topmast Stay Sails,	Hempen Stream Cable	90 3/4	Bower	15.0.20-16.22
1	Main Sails,	Hawser	90 4	Marked	
2	Main Top Sails,	Towlines	90 13	18.1.4-18.3.14	
and others a full suit		Warp		Stream,	1 6.-.22
		All of <u>good</u> quality.		Kedge,	223.-.6 51.2.16

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>December 25th 1863</u>
	2nd. When the Beams are put in, &c.	<u>Feb 23rd 1864</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>May 20th</u>

This Ship has a raised Quarter deck 39 feet long and 5 foot 9 in high - the frame is good of English Oak, well choiced and put together, the planking is also good, of English Oak, teak and green heart. It is well fastened, outside with, turnails, and yellow metal bolts to the exclusion of iron bolts and nails. The Beams are well secured with iron ~~brace~~ ^{bars} braces, and brace-siders; and a substantial rider keelson. I am therefore of opinion she is eligible to Class, as recommended below.

³ Cut out pieces each side, tried the -

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal on felt When last done now done

I am of opinion this Vessel should be Classed A. 3. 53 years

The Amount of the Fee £ 4 : : is received by me,

Special £ 18 : 17 :

Certificate £ : :

Committee's Minute 16th August 1864

Character assigned A 1 for 13 Years
(A & C. P.)



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