

No. 112 Survey Chace House Date, first Survey Dec. 11 Last Survey April 30 1872
on the Barge - Royal Fish Master Mr. H. Rowall 1698

Tonnage under Tonnage Deck 251.86
Ditto of Spar Deck, or Awning Deck 21.36
Ditto of Poop, or Raised Qr. Dk. 25.49
Ditto of Houses on Deck 296.12
Gross Tonnage 296.12
Crew Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam }

Built at Bideford When built 1872 Launched April
By whom built John Cox Owners Swann
Port belonging to London Destined Voyage Cardiff
If Surveyed while Building, Afloat, or in Dry Dock throughout under special survey

Length as per section 39.....	Feet. <u>129.5</u>	Inches. <u>0</u>	Extreme Breadth Outside	Feet. <u>25.9</u>	Inches. <u>0</u>	Depth of Hold	Feet. <u>12.875</u>	Inches. <u>0</u>	Number of Decks <u>One</u>
Length of Keel	Feet. <u>122.0</u>	Inches. <u>0</u>							
Scantlings of Timber.									
TIMBER AND SPACE	<u>24</u>					Outside Plank.			
Floors	<u>11 1/4</u>	<u>12</u>				Garboard Strakes...	<u>3 1/4</u>	<u>3</u>	
1 st Foothooks	<u>9 1/4</u>	<u>9 1/4</u>				Garboard to Bilge ..	<u>3 1/4</u>	<u>3</u>	
2 nd Ditto	<u>8 1/2</u>	<u>8 1/2</u>				Bilge Planks	<u>4 1/2</u>	<u>3</u>	
3 rd Ditto	<u>7 1/2</u>	<u>7 1/2</u>				Bilge to Wales	<u>3 1/4</u>	<u>3</u>	
Top Timbers	<u>7 1/2</u>	<u>7 1/2</u>				Wales	<u>4 1/2</u>	<u>4 1/4</u>	
Deck } N ^o <u>26</u> Average } <u>4 feet</u>	<u>8 1/2</u>	<u>9</u>				Topsides	<u>4 1/2</u>	<u>3 1/2</u>	
Beams } Space } <u>4 feet</u>	<u>8 1/2</u>	<u>9</u>				Sheer Strakes	<u>4 1/2</u>	<u>3 1/2</u>	
Deck Beams, length amidships	<u>24 feet</u>					Plank Sheers	<u>3 1/4</u>	<u>3</u>	
Hold } N ^o <u>26</u> Average } <u>4 feet</u>	<u>8 1/2</u>	<u>9</u>				Water } Upper Deck <u>10 x 12</u>	<u>5</u>		
Beams } Space } <u>4 feet</u>	<u>8 1/2</u>	<u>9</u>				Ways } Lower Deck			
Hold Beams, length amidships	<u>24 feet</u>					Ditto, faying surface	<u>5 3/4</u>	<u>5</u>	
Keel	<u>12 1/2</u>	<u>16</u>				against Timbers ...	<u>5 3/4</u>	<u>5</u>	
Scarpns of Ditto	<u>12 1/2</u>	<u>16</u>				Upper Deck	<u>3 1/4</u>	<u>3</u>	
Keelsons	<u>12 1/2</u>	<u>16</u>							
Scarpns of Ditto	<u>12 1/2</u>	<u>16</u>							

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		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Transoms and throats of Hooks	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Hold Beam			
Scarpns of Keel, N ^o ..	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Arms of Hooks	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Bolts in			
Keelson Bolts through Keel	<u>1</u>	<u>1</u>	<u>1</u>	Thro' Bilge and Limber Strakes	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Deck Beam			
at each Floor	<u>1</u>	<u>1</u>	<u>1</u>	Thickstuff over Double Floors ..	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Bolts in			
Bolts thro' Heels of Timbers	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>	Butt End Bolts	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Waterway ..	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>
against Deadwood	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>	Short Bolts in Ceiling	<u>1 1/8</u>	<u>1 1/8</u>	<u>1 1/8</u>	Knees	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>
Frame Bolts	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>	Pintles of the Rudder	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>	Shelf or Clamp	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>
								Nails or Bolts in Flat of Deck	<u>3/4</u>	<u>3/4</u>	<u>3/4</u>
								Treenails	<u>1 1/4</u>	<u>1 1/4</u>	<u>1 1/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 19 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 Main Keelson is English oak and free from all defects. The Shifts of the First and Second Foothooks are not less than 4 1/2

The Transoms, Knightheads, Hawse Timbers, & Aprons of English oak ditto. N.B. When less than prescribed by the Rule, state how many.

Deadwood, of English oak and ditto. The rest of the Shifts of the Frame are English oak

The Stem, and Stern Post of English oak ditto. The Frame is well squared from First Foothook Heads upwards,

The Deck and Hold Beams of English oak and ditto. and free from sap, and from thence downwards, the frame is the same

The Breasthooks of English oak The Frames are bolted together to the Gunwale.

The Knees of English oak The Keel of English oak N.B. If not, state how bolted all are framed

The Main piece of Rudder of English oak The Butts of the Timbers are close together; their thickness not

less than 10 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is English oak

or to the First Foothook Heads } English oak

From the above named Height to the Light Water Mark English oak

From the Light Water Mark to the Wales English oak

The Wales and Black-strakes English oak The Topsides & Sheer-strakes English oak

The Spirketting and Plank-sheers English oak The Water-ways { Upper Deck English oak

The Decks English oak State of English oak Lower Deck English oak

The Shifts of the Planking are not less than 10 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 English oak between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English oak

The Ceiling, Lower Hold, and between Decks English oak Shelf Pieces and Clamps English oak

Fastenings.—To Hold Beams none

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	210	1 1/2	25 1/2	1 3/4	22 1/4	Bowers	3	12.3.21	14.12.0.0	14.0.0	12 tons
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	John Darnley					(State Machine where Tested, and name of Superintendent).		11.2.17	13.10.0	14.0.0	10 1/2
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	7 1/2		7		Stream	1	4.1.4	6.12.0.0	4.0.0	
1	Main Sails,	Hawser	90	5 1/2				Kedges	2	3.1.25		2.1.0	
2	Main Top Sails,	Towlines								3.2.25		1.0.0	
	and other a complete set	Warp											
		All of good quality											

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and a dory

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

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?

Cargo Hatchways.—How formed? Cumings State size

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? strong & efficient Main Hatchways.—State size 98

Order for Special Survey,

No. Date Dec 11. 1871

Order for Ordinary Survey,

No. Date

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed Dec 14. 1871

2nd. When the Beams are put in, &c. Oct 6. 1872

3rd. {When completed, and before the plank be painted or payed} March 14. 1872

General Remarks.

This ship has a good 39ft long and 6ft high, a good frame of Eng oak timber, well squared & schooled, a good and substantial Bulwark Rider, of teak & gum to the planking outside, from the height allowed for him, to the inner plating inclusive & teak, and some English oak, aft and round the bow where the former would have been difficult to work, the Waterways, are teak and fore & aft, English oak, the upper deck Beam, are English oak & teak, the half pieces and Clamps, teak, bolted through iron timber, and strakes wrought on the second footboard. All the ms, teak, also well through bolted, the remainder of the ceiling is teak & English oak. The fastenings generally are turned & yellow metal bolts to the exclusion of iron, and made including the Chain & Bower bolts, galvanized iron.

The Materials & Workmanship are very good, and I am of opinion that the "Committee's" recommendation as marked on the final ship section submitted, by the builder have been complied with. The frame, Bulwark, and deadwood are battled as per entry No 37. but not the Beam, and that she is eligible to Class as recommended below.

12 year high class materials & Workmanship
100% Yellow metal fastenings
1" teak & materials of the best description
15 tons

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

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

I am of opinion this Vessel should be Classed 10 years

The Amount of the Entry Fee.....£ 3 : : is received by me,

Travelling Expenses, Special.....£ 14 : 16 : :

(if any) £ Certificate.... : : :

Committee's Minute 4 May 18 72

Character assigned 1 for 15 Years

ITW 12 0 14 Years Mat

138rs Table A
1 Year Yellow Metal
1 Year Salt
1 Year Mixed Iron
15 tons
The Committee's requirements having been complied with I concur in the recommendation that this vessel be classed 15 years.
Lloyd's Register Foundation