

No. Survey held at *Appledore* Date, first Survey *Oct 12* Last Survey *May 28, 1873*
on the *S. West Brig. - E. C. Gradwell* Master *John Morgan*
Tonnage under Tonnage Deck *155.53* Built at *Appledore* When built *1873* Launched *May 7th*
Ditto of Spar Deck, or Awning Deck By whom built *Alfred Cook* Owners *Messrs. Fisher & Co.*
Ditto of Poop, or Raised Qr. Dk. Port belonging to *Barrow* Destined Voyage *Barrow & back*
Ditto of Houses on Deck If Surveyed while Building, Afloat, or in Dry Dock *through build & repair & survey*
Gross Tonnage *155.53*
Tonnage as per Rule
Register Tonnage, out on Beam
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Length as per section 39	Feet. 49.4	Inches.	Extreme Breadth Outside	Feet. 22.2	Inches.	Depth of Hold	Feet. 12.1	Inches.	Number of Decks	one
Length of Keel	49.4									
Scantlings of Timber.										
TIMBER AND SPACE										
Floors	10	9 1/2	8	8		Outside Plank.	In Ship.	Required per Rule.	Dimensions of Ship per Register,	
1st Foothooks	7 1/2	8	7	7		Garboard Strakes	2 3/4	2 3/4	length	breadth
2nd Ditto	7	7 1/2	6 1/2	6 1/2		Garboard to Bilge	2 3/4	2 3/4	depth	
3rd Ditto	6 1/2	6 1/2	5	5		Bilge Planks	4 1/2	2 3/4	Inside Plank.	
Top Timbers	6 1/2	6 1/2	5	5		Bilge to Wales	2 3/4	2 3/4	In Ship.	Required per Rule.
Deck Beams	20	7 1/2	7 1/2	6 1/2		Wales	4	4	Limber Strakes	4 1/2 3 1/2
Hold Beams	20	7 1/2	7 1/2	6 1/2		Topsides	3 1/2	3	Bilge Planks	4 1/2 4 3 1/2
Keel	10	10	10	10		Sheer Strakes	3 1/2	3	Ceiling in Flat	3 2
Scarp of Ditto	5	9	4	8		Plank Sheers	3	2 3/4	Ditto Bilge to Clamp	3 3
Keelsons	12	12	11	11		Water Upper Deck	12 x 8	7 1/2	Hold Beam Clamps	3 3 1/2 3
Scarp of Ditto	5	10	4	6		Ways Lower Deck			Deck Beam Ditto	4 2 3/4
						Ditto, faying surface against Timbers	5	5	Ceiling 'twixt Decks	2 1/2 2
						Upper Deck	2 1/2	2 1/2	Hold Beam Shelves	
									Deck Beam Ditto	12 x 6 x 5 1/2

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Dead'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam	Waterway	
Scarp of Keel, N°	3/4	1 1/2	1 1/2	Arms of Hooks	3/4	1 1/2	1 1/2	Bolts in	Knees	3/4 1 1/2 12 1/2
Keelson Bolts through Keel at each Floor	1	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	5/8	1 1/2	1 1/2	Deck Beam	Waterway	3/4 1 1/2 11 1/2
Bolts thro' Heels of Timbers against Deadwood	3/4	1 1/2	1 1/2	Thickstuff over Double Floors	5/8	1 1/2	1 1/2	Bolts in	Knees	3/4 1 1/2 12 1/2
Frame Bolts	5/8			Butt End Bolts	5/8	1 1/2	1 1/2		Shelf or Clamp	3/4 1 1/2 11 1/2
				Short Bolts in Ceiling	3/2			Nails or Bolts in Flat of Deck		1 1/2 1 1/2 11 1/2
				Pintles of the Rudder	2 1/4	2	2	Treenails		1 1/2 1 1/2 11 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *1 1/2* Inches. The Space between the Top-Timbers is *3 1/4* Inches.

The Floors consist of *English oak*
The Second Foothooks of *English oak*
The Main Keelson is *Green heart* and free from all defects.
The Transoms, Knightheads, Hawse Timbers, & Aprons of *English oak*
Deadwood, of *English oak* and ditto.
The Stem, and Stern Post of *English oak* ditto.
The Deck and Hold Beams of *English oak*
The Breasthooks of *English oak*
The Knees of *Green heart*
The Main piece of Rudder of *English oak* of Windlass of *English oak*
The First 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 *5/6*
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 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.
N.B. If not, state how bolted. *All are framed*
The Butts of the Timbers are close together; their thickness not less than *5/6* of the entire moulding at that place.
The Frame is *well* choiced with a Butt at each end of the choick. the Plank is *English Oak, clear*

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads }
From the above named Height to the Light Water Mark *Pitch pine*
From the Light Water Mark to the Wales *Pitch pine*
The Wales and Black-strakes *English oak, green heart*
The Topsides & Sheer-strakes *Teak & English oak*
The Spirketting and Plank-sheers *English oak*
The Water-ways { Upper Deck *Pitch pine & English oak*
Lower Deck *English oak*
The Decks *Yellow pine*
The Shifts of the Planking are not less than *16* 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 *strakes* between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Green heart & English oak*
The Ceiling, Lower Hold, and between Decks *Green heart & English oak*
Shelf Pieces and Clamps *Pitch pine*
Fastenings.—To Hold Beams

Deck Beams *do not collect a substantial shell 12 x 6 x 5 1/2, iron hanging*
round & English oak lagging round, and 6 bars iron knee pieces
fastening two bolts in the floor through & clenched
Number of Breasthooks *4 English oak* Pointers *2 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 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 *Alfred Cook*

Surveyor's Signature *John Morgan*

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

She has SAILS.		CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N ^o .													
2	Fore Sails,	Chain	155	15 1/2	15 1/2	15 1/2	15 1/2	Bowers	2	6.3.18	6.3.18	6.2.0	6 25/30
1	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	2 1/2 inch iron, in the head				20.14	(State Machine where Tested, and name of Superintendent).	2	6.2.15	6.2.15	6.2.0	6 25/30
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	6 1/2	6	6	6	Stream	1	2.2.23	2.2.23	2.2.0	
1	Main Sails,	Hawser	90	4	4	4	4	Kedges	1	1.3.-	1.3.-	1.3.0	
2	Main Top Sails, and other rigging	Towlines	75	3									
		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 Collie ditto

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? Cummings 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

Order for Special Survey,

No. Date

Order for Ordinary Survey,

No. Date

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed

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

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

Jan 15, 20, Feb 13, 27, Apr 4, 12, April 27, May 1, 9, 25

General Remarks.

This Vessel has a good frame of English oak timber, well squared and properly checked, a substantial bulwark rider, of green heart and English oak, the planking is good and well wrought, the workmanship is very good. The frame is in better order than the beams, and the whole carried out in accordance with the drawing of midship section submitted. —
Can therefore of opinion that she is eligible to Class 9 years under Table A. 1 year for mixed materials and 1 extra putting, as recommended below.

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

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

I am of opinion this Vessel should be Classed 11 years, A.D.

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

Travelling Expenses, Special.....£ 7 : 16 : :

(if any) £ 2.6 Certificate..... : : :

Committee's Minute 3rd June 1873

Character assigned A 1 for 11 years

This vessel appears to be eligible for the Class recommended viz. 9 yrs under Table A 1 yr mixed materials 1 yr Salted Rule 11 A. 1.

HPW 9 & 12 yrs max Salted