

1874

Master ² 67. Swecher

Built at Bideford When built 1874 Launched Jan 62
By whom built John Cox Owners Smith & Co
Port belonging to London Destined Voyage Swampat Borneo
If Surveyed while Building, Afloat, or in Dry Dock Through Build Guide Map

[illegible]

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	
Keel-Knee, & Deadw'd abaft	1 1/2	1 3/4		Transoms and throats of Hooks	1	5/8		Waterway ..
Carphs of Keel, N° 7	7/8	1 1/2		Arms of Hooks	7/8	1 1/2		Knees
Keelson Bolts through Keel	1	1		Thro' Bilge and Limber Strakes	3/4	1 1/2		Shelf or Clamp
at each Floor	1	1		Thickstuff over Double Floors ..		1 1/2		Waterway ..
Bolts thro' Heels of Timbers	1 1/2	1 1/2		Butt End Bolts	1 1/2	1 1/2		Knees
against Deadwood	1 1/2	1 1/2		Short Bolts in Ceiling		3/4		Shelf or Clamp
Frame Bolts	3/4	3/4		Pintles of the Rudder	2 1/2	2 1/2		Nails or Bolts in Flat of Deck
								Treenails 1 1/2 .. Inches

Imbering.—The Space between the Floor Timbers and Lower Foothooks is $1\frac{1}{4}$ Inches. The Space between the Top-Timbers is $3\frac{1}{2}$ Inches.

The Floors consist of *English oak*
The First Footboards of *English oak*
The Second Footboards of *English oak*
The Third Footboards and Top Timbers of *English oak*

The Main Keelson is Steel 16 and 12 free from all defects. The Shifts of the First and Second Foothooks are not less than 17.
N B When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *Congo* ditto.

headwood, of English oak and ditto. The Frame is well squared and first seasoned.

the Stem, and Stern Post of English oak ditto. and free from sap, and from thence downwards, the frame is the

The Deck and Hold Beams of English oak The 12 Frames are 12 bolted together to the Gunwale
N B If not, state how bolted All are Framed

The Breasthooks of English Oak Given

The Main piece of Rudder of *Engoab*¹² of Windlass of *Engoab*¹² The Frame is *well* chocked with *a* Butt at each end of the cho

Planking Outside.— From the Keel to the Height defined in Note to Table **A** } the Plank is Pitch pine
or to the First Foothook Heads }

From the above named Height to the Light Water Mark *10.5*

From the Light Water Mark to the Wales *Catch 9/10 100*
The Wales and Black-strakes *Catch 9/10 100*
The Topsides & Sheer-strakes *Catch 1/2 English Oak 100*
100

The Spirketting and Plank-sheers English Oak plank The Water-ways { Upper Deck 12
Lower Deck 16 Sister 6" 1/2 x 9

The Decks Yellow Pine State of My good Feet Inches N. B. If less than prescribed by the Rule, state whether general

The Shifts of the Planking are not less than 110 Feet 3 inches. The Planking is wrought 5 Strakes between, and without step-buttin
partial, and if partial, in what part of the Ship.

Planking Inside.—The Limber-strokes and Bilge-strokes are *Each June 100*
Shelf Pieces and Clamps. *Each June 100*

Fastenings.—To Hold Beams *bolting Pins, 2 pairs Stale Hand and 2 pairs*

Camptopoma, *icant*, / / /

Deck Beams *Niterogous* does tailed to *Shagreen* & the beams do collect to the shell

28. Train iron horse riders, with two belts in the gloves and in the pockets. In the pockets, in the pockets, in the pockets.

Number of Bones: 2 English oak Crutches 2 Iron

Number of Breastbolts None in the Bottom two Bolts in each Butt End one through and clenched.
Butt End Bolts are of Yellow Metal in the Bottom two Treacils of English Oak How Made well made

Bilge and Limber Strakes *Yellow metal* bolted through and clenched.
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 John Cox

Surveyor's Signature

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

N ^o .	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.
2	Fore Sails,	Chain	197	10 1/2	25 3/4	1 1/2	25 3/4	Bowers	3	12.0.18	14.0.0	12.0.0	18 3/4
2	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	240	10 1/2	25 3/4	1 1/2	25 3/4	(State Machine where Tested, and name of Superintendent).	3	12.0.18	14.0.0	12.0.0	18 3/4
2	Fore Topmast Stay Sails,	Hempen Stream Cable	90	7 3/4	7 3/4	5	7 3/4	Stream	1	5.0.16	5.0.0	5.0.0	5 3/4
1	Main Sails,	Hawser	90	5	5	5	5	Kedges	2	3.2.16	2.2.0	2.2.0	2 3/4
2	Main Top Sails,	Towlines											
	and other Sails,	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 little

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? Running 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 10 ft x 9

Order for Special Survey, No. _____	DATES of Surveys	1st. When the Frame is completed	<u>Aug 27, 21, 30, 1874</u>
Date _____	held while building, as per Section 35.	2nd. When the Beams are put in, &c.	<u>Dec 13, 25,</u>
Order for Ordinary Survey, No. _____		3rd. When completed, and before the plank be painted or payed	<u>Dec 2, 12, 23, Jan 5,</u>
Date _____			

General Remarks.

This ship has a quarter deck 16 feet by 24 feet and a good frame of English oak timber, well squared & choiced a substantial hull on sides of oak & Eng oak, the planking outside (sare & upper strakes of oak & English oak) is pitch pine, the upper deck & waterways, are pitch pine, the upper deck beams English oak & oak, a substantial bulkhead to the upper deck, and 4 thick strakes from the main footboards made up & properly battened. The fastenings, externally from the lower part of the hull, upward are English oak, turnbills, & yellow metal bolts, and chains, to the inclusion of iron, and inside, including the Chain & Gunter bolts galvanized iron. The frame deadwood and Rubbers are battened as per rules Sec 37, but not the beams. The materials & workmanship are of the best description. I am therefore of opinion that the details as marked on the drawing of midship section submitted by the Builder have been complied with, and that as there being strakes of oak & Eng oak instead of 4 as suggested, the upper deck itself (pitch pine) is battened in every direction. But not the strake below.

The chain cables & anchors appear to have been tested at Tottenham and 3 links in each 10 ft cable cut short & tested to 25 tons 2, 0

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

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

I am of opinion this Vessel should be Classed 13. Yacht

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

Travelling Expenses, Special.....£ 17 : 5 : :

(if any) £ Certificate.... : : :

Committee's Minute 29 Jan 18 74

Character assigned 13 A

9 + 14 3/4 m
9 metal fastenings
Salt
A & C. B.

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