

Survey held at

Date, first Survey

Last Survey

1878

the

Tonnage under Tonnage Deck
to of Spar Deck, or Awning Deck
to of Poop, or Raised Qr. Dk.
to of Houses on Deck
to of Forecastle
Tonnage
to Space, as per Rule
Register Tonnage, cut on Beam
Engine Room
Register Tonnage, as a Steamer,
cut on the Beam

Built at

When built

Launched

By whom built

Owners

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks																										
Length of Keel	72.0		20.7			8.0			one																										
(Depth from limber-strakes to under side of lower deck beam)																																			
Dimensions of Ship per Register,																																			
length 72.0 breadth 20.7 depth 8.0																																			
Outside Plank.																																			
Garboard Strakes	2 1/4	2	Garboard to Bilge	2 1/4	2	Bilge Planks	4 1/2	2	Bilge to Wales	3	2	Wales	3 1/2	0	Topsides	2 3/4	2 1/4	Sheer Strakes	2 3/4	2 1/4	Plank Sheers	2 1/2	2	Water Upper Deck	7 1/2 x 7	6 1/2	Ways Lower Deck	4 1/2	4	Ditto, faying surface against Timbers	4 1/2	4	Upper Deck	2 1/2	2 1/2
Inside Plank.																																			
Limber Strakes	3	2 1/2	Bilge Planks	3 1/4	3 1/2	Ceiling in Flat	3 1/4	1 1/2	Ditto Bilge to Clamp	2 3/4	1 1/2	Hold Beam Clamps	2 3/4	1 1/2	Deck Beam Ditto	3	2	Ceiling 'twixt Decks	2 1/4	1 1/2	Hold Beam Shelves			Deck Beam Ditto	12 x 7 x 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	Copper or Y.M. in Ship	Iron in Ship	Inches required per Rule	Hold Beam	Waterway	Knees	Shelf or Clamp
Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	Bolts in			
Scarp of Keel, N°	3/4	1 1/2	Arms of Hooks	3/4	1 1/2	Deck Beam	Waterway		
Keelson Bolts through Keel	7/8	1 1/2	Thro' Bilge and Limber Strakes	5/8	1 1/2	Bolts in	Knees		
at each Floor	7/8	1 1/2	Thickstuff over Double Floors	5/8	1 1/2	Nails or Bolts in Flat of Deck			
Bolts thro' Heels of Timbers	5/8	1 1/2	Butt End Bolts	5/8	1 1/2	Treenails	1 1/2	Inches	English oak
against Deadwood	5/8	1 1/2	Short Bolts in Ceiling	2 1/8	1 1/2				
Frame Bolts	5/8	1 1/2	Pintles of the Rudder	2 1/8	1 1/2				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 19 1/4 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 Pitch pine and free from all defects.
The Rider Keelson is English oak
The Transoms, Knightheads, Hawse Timbers, & Aprons of English oak ditto.
Deadwood, of English oak and English oak ditto.
The Stem, and Stern Post of English oak ditto.
The Deck and Hold Beams of English oak
Breasthooks of English oak
Knees of Iron
The Main piece of Rudder of English oak
Windlass of English oak
The Keel of English oak

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Pitch pine & English oak
From the above named height to the Wales Pitch pine & English oak
The Wales and Black-strakes Pitch pine & English oak
The Topsides & Sheer-strakes Pitch pine & English oak
The Spirketting and Plank-sheers English oak
The Water-ways Upper Deck Pitch pine & English oak
Lower Deck Pitch pine & English oak
The Decks Yellow pine State of very good
The Shifts of the Planking are not less than 15 Feet 7 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 Pitch pine
The Ceiling, Lower Hold, and between Decks Pitch pine
Shelf Pieces and Clamps Pitch pine
Fastenings.—To Hold Beams

Deck Beams dovetailed to a substantial shell 12 x 7 x 3 1/2. Four pairs of iron lines riders extending to the floor, taking bolts therein, through clenched, a iron hanging brace to every other beam, and lodging in the. Mastboard
Number of Breasthooks 3 English oak
Pointers
Crutches
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 Henry Stapleton
Surveyor's Signature
Surveyor to Lloyd's Register of British and Foreign Shipping.

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.	Length & Size 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 .			Chain											
Fore Sails,				120	7 1/8	18.2.0	120-1/2	8. 7/10	Bowers	2	4.2.0	6.18.0	3.2.0	5.18.0
Fore Top Sails,						18.5.0					4.1.0	6.13.0	3.2.0	
Fore Topmast Stay Sails,														
Main Sails,			Hmpn Strm Cbl.	90	5 1/2		90-0							
Main Top Sails,			Hawser	90	3 1/2									
			Towlines	110	9									
			Warp						Stream	1	1.2.8		1.0.0	
			All of good quality						Kedges	1	1.0.10		0.2.0	

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

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? Demings State size 2 1/2 x 2 1/2 3 x 2 1/2 after

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 x 11 x 6.5

Order for Special Survey, No.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>unib: May 25</u>
Date		2nd. When the Beams are put in, &c.	<u>Oct 6</u>
Order for Ordinary Survey, No.		3rd. When completed, and before the plank be painted or payed	<u>Feb 25 7</u>
Date			
No.	in Builder's Yard.		

General Remarks. A good frame of English oak well squared and properly checked a substantial keelson and rider of pitch pine and English oak, the Beams, Plank, Studding, Studdingboards and 4 below are English oak & Oak, the remainder of the Planking pitch pine and well wrought, she is fastened externally with trenails and yellow metal bolts & dunnage, except the Plateways and Chell which the Builder has chosen in error of galvanized iron, and now proposes to drive as many extra bolts of yellow metal, if the Committee will waive this unintentional deviation from the rules & Section 35, I am of opinion that she is eligible to class as recommended below. The Frame, deadwood &c. built as per rules & Section 37.

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

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

I am of opinion this Vessel should be Classed 7. 13 years approved

The Amount of the Entry Fee£ 1 : : received by me, APR 1878
Special£ 6 : 6 :
Certificate .. : :

(Travelling Expenses, if any, £

Committee's Minute 5th April, 1878.

Character assigned A 1 pr 12 yrs

9 x 12 yrs
APR 1878

It is submitted that this vessel appears eligible to be classed as 7. 13 years approved
The Rules for the classification of vessels are as follows:--
1. The vessel must be of English oak or English oak & oak.
2. The vessel must be of English oak or English oak & oak.
3. The vessel must be of English oak or English oak & oak.
4. The vessel must be of English oak or English oak & oak.
5. The vessel must be of English oak or English oak & oak.
6. The vessel must be of English oak or English oak & oak.
7. The vessel must be of English oak or English oak & oak.
8. The vessel must be of English oak or English oak & oak.
9. The vessel must be of English oak or English oak & oak.
10. The vessel must be of English oak or English oak & oak.