

No. 1571 Survey held at Port Dinamic Date 10th Novem
on the Barge "Latona" Master R. T.
Tonnage under tonnage deck _____ Built at Port Dinamic When built 186
Ditto of poop _____ or spar deck _____ By whom built Rees & Sons Owners Rees
Total tonnage 285 Port belonging to Cannaroon Destined _____
Surveyed while Building, Afloat, or in Dry Dock White Pine Milling

Length as per section 39 ..	Feet. 116	Inches. 110	Extreme Breadth Outside	Feet. 25	Inches. 9 1/2	Depth of Hold	Feet. 24	Inches. 9 1/2
Length of Keel	110							
Scantlings of Timber.								
TIMBER AND SPACE								
Floors	11	9	9 1/2	9 1/2	8 1/4			
1 st Foothooks	9	9	8 1/4	8 1/4	8 1/4			
2 nd Ditto	8 1/2	8 1/2	7 1/2	7 1/2				
3 rd Ditto								
Top Timbers	8 1/2	5 1/2	7	5				
Deck } N ^o 23 Average } 4 feet	9	9 1/2	7	8 1/2	8 1/2	7		
Beams }								
Deck Beams, length amidships	23	9 1/2						
Hold } N ^o 8 Average } 8 1/2	11 1/2	11 1/2	9 1/2	11 1/2	11 1/2	9 1/2		
Beams }								
Hold Beams, length amidships	23	6 1/2						
Keel	11 1/4	13		11 1/4	11 1/4			
Scarp of Ditto	13	15		5 1/2	12 1/4	13 1/4		
Keelsons	13	15		5 1/2	12 1/4	13 1/4		
Scarp of Ditto	13	15		5 1/2	12 1/4	13 1/4		

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship. 1 1/16	Iron in Ship. 1 1/16	Inches required per Rule 1 1/16	Transoms and throats of Hooks	Copper or Y.M. in Ship. 1 1/16	Iron in Ship. 1	Inches required per Rule 1 1/16	Hold Beam	Waterway ..
Scarp of Keel, N ^o 8	1 1/16	1 1/16	1 1/16	Arms of Hooks	1 1/16	1 1/16	1 1/16	Bolts in	Knees
Keelson Bolts through Keel	1	1	1 1/16	Thro' Bilge & Limber Strakes	1 1/16	1 1/16	1 1/16		Shelf or Clamp
at each Floor	1	1	1 1/16	Thickstuff over Double Floors	1 1/16	1 1/16	1 1/16	Deck Beam	Waterway ..
Bolts thro' Heels of Timbers	1 1/16	1 1/16	1 1/16	Butt End Bolts	1 1/16	1 1/16	1 1/16	Bolts in	Knees
against Deadwood	1 1/16	1 1/16	1 1/16	Pintles of the Rudder	2 1/2	2 1/2	2 1/2		Shelf or Clamp
								Nails or Bolts in Flat of Deck	
								Treenails Inches	

Timbering.— The Space between the Floor Timbers and Lower Foothooks is 2 to 3 Inches. The Space between the Top-Timbers is 3 to 5 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 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are supplied

The Frame is square squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is square

The whole of the Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is oak of Windlass is oak

The Keel is Am. Elm The Main Keelson is Greenheart and is free from all defects.

The Stem, and Stern Post of English Oak & Greenheart The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are is free from all defects.

The Deck and Hold Beams of English Oak & Greenheart The Breasthooks of Iron The Knees of Iron

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

From the above named Height to the Light Water Mark Greenheart

From the Light Water Mark to the Wales Greenheart

The Wales and Black-strakes are Greenheart The Topsides & Sheer-strakes Greenheart

The Spirketting and Plank-sheers Greenheart The Water-ways { Upper Deck Greenheart
Lower Deck _____

The Decks Yellow pine State of 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 Three between, and without step-butting.

Planking Inside.— The Limber-strakes and Bilge-strakes are Greenheart

The Ceiling, Lower Hold, and between Decks Greenheart Shelf Pieces and Clamps Greenheart

Fastenings.— To Hold Beams Iron hanging of knees and 5 pairs of
Iron hanging of knees & rollers

Deck Beams Shelving and Waterways Iron hanging of knees & rollers
every beam end and hanging of knees & rollers in the end

Number of Breasthooks four Pointers one pair Crutches one

Butt End Bolts are of Iron in the Bottom. Two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng. Oak How Made as usual

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Rees & Sons

Surveyor's Signature Mr. A. J. ...



condition, and sufficient in size and length.

CABLES, &c.	Fathoms.	Size.	Tested to, as per Certificate.	ANCHORS, &c.		No.	Weight. Ex. Stock.	Tested to, as per Certificate.
Chain	105	1 1/16	25.10.0.0	Bower,	3	3	12.0.0	13.1.2.0
Hempen Stream Cable ..	105	1 1/16	22.15.0				11.1.0	13.2.2.0
Hawser	90	1 1/16	5.12.2.0	Stream,	1	1	3.2.4	5.5.2.24
Towlines	45	8		Kedge,	2	2	1.3.16	2.7.2.3
3 Warps	90	5					1.1.14	
All of <i>Good</i> quality.	90	4						

Running Rigging is *Wire & Hemp* sufficient in size and *Good* in quality.
The present state of the Windlass is *one* Long Boat and *Ship* Capstan Rudder *and* Pumps *Good*

Order for Special Survey,

No. *74* Date *1st June 1865*

Order for Ordinary Survey,

No. _____ Date _____

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

- 1st. When the Frame is completed *Built under*
2nd. When the Beams are put in, &c. *Special Survey*
3rd. { When completed, and before the }
 { plank be painted or payed }

General Remarks

This vessel is fastened externally with yellow Metal Bolts (heads of cant timbers inclusive) and from a depth of hold from lower part of *Keel* taken from lower part of keel with galvanised iron bolts in accordance with the Rules, entitling her claiming the extra year.

Steam Certificate produced the Chains and Anchors have been tested to the respective strains as stated above.

Chain Cable & Bower Anchors at the Staffordshire Testing Machine (Sigs) M. H. Osack.

Moorin' chain & Kedge at the Cradley Testing Machine (Sigs) John Bloomer.

Present condition of Caulking of Bottom, _____ Deck, _____ and Waterways *Good*

If Sheathed, Doubled, Felted, or Coppered *1 Metal on felt* When last done *Now*

I am of opinion this Vessel should be Classed *13A1*

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

Special£ *16* : *5* : -

Certificate£ : : -

Committee's Minute *14th December 1866*

Character assigned *1 for 13A1*



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