

No. 2811 Survey held at Pembroke Dock Date 9<sup>th</sup> August 1865  
on the Ship "Carmarthenshire" Master John Hemsworth  
Tonnage Old 53 Built at Pembroke Dock When built 1865 Launched 24 June  
By whom built Commenced by Allen & Warlow, Completed by Long, Allen & Co Owners James & John Thomas  
Port belonging to London Destined Voyage Liverpool to India  
Surveyed while Building, Afloat, or in Dry Dock while building

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
174	7		32	9		20	6	
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE	Feet.	Inches.	TIMBER AND SPACE	Feet.	Inches.	TIMBER AND SPACE	Feet.	Inches.
Floors	14	14	Garboard Strakes	7	4	Limber Strakes	5	6
1 <sup>st</sup> Foothooks	12	12	Garboard to Bilge	4	3	Bilge Planks	5	4
2 <sup>nd</sup> Ditto	11	11	Bilge Planks	4	3	Ceiling in Flat	3	2
3 <sup>rd</sup> Ditto	10	10	Bilge to Wales	4	3	Ditto Bilge to Clamp	3	2
Top Timbers	9	9	Wales	5	2	Hold Beam Clamps	4	3
Deck Beams	8	8	Topsides	4	3	Deck Beam Ditto	5	2
Deck Beams, length amidships	30	feet	Sheer Strakes	4	3	Ceiling 'twixt Decks	2	3
Hold Beams	9	9	Plank Sheers	4	4	Hold Beam Shelves	12	12
Hold Beams, length amidships	30	feet	Water Ways	12	12	Deck Beam Ditto	12	8
Keel	14	14	Upper Deck	12	12			
Scarp of Ditto	8	4	Lower Deck	12	12			
Keelsons	16	16	Ditto, faying surface against Timbers	7	2			
Scarp of Ditto	8	4	Upper Deck	3	2			

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 26 3/4 Inches. The Space between the Top Timbers is 4 3/4 Inches.

The Floors consist of Cay Oak The First Foothooks of Cay Oak

The Second Foothooks of Cay Oak The Third Foothooks and Top Timbers of Cay Oak

The Shifts of the First and Second Foothooks are not less than 4 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Good

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

The all 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 3 of the entire moulding at that place.

The Frame is well chocked with 2 Butt at each end of the chock. The Main piece of Rudder is Cay Oak of Windlass is Cay Oak

The Keel is Cay Oak The Main Keelson is Greenheart and quite free from all defects.

The Stem, and Stern Post of Cay Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Cay Oak Deadwood, of Cay Oak and are quite free from all defects.

The Deck and Hold Beams of Iron 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 2. R. Oak

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 Cay Oak & Greenheart The Water-ways { Upper Deck Cay Oak

The Decks Yellow Pine Lower Deck Greenheart

State of Good

The Shifts of the Planking are not less than 6 Feet 3 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 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 Hanging knees to each beam, including 10 pairs extending down

to take two bolts in floors, and 8 trings and die plates. The knees well

riveted to side of beams

Deck Beams Hanging knees to each beam, and 8 trings & die plates. The knees

well riveted to side of beams

Number of Breasthooks Eight Pointers Four Crutches Four

Butt End Bolts are of Y. Metal in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Y. Metal bolted through and clenched. Treenails of Cay Oak How Made Turned

Thickstuff over Double Floors Y. Metal bolted through and clenched. General Quality of Workmanship very strong

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

Builder's Signature W. Hemsworth Surveyor's Signature James & John Thomas

BR580-330



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
<i>Wm</i> <i>Butts</i> <i>of</i> <i>Sails</i>	Fore Sails,		Chain <i>Test to 47.10</i>	300	1 1/2	<i>Test to 25.13.0.4</i>	3 1.6.0.4
	Fore Top Sails,		Hempen Stream Cable .....	75	2 1/2	<i>25.3.3.9</i>	3 1.5.2.0
	Fore Topmast Stay Sails,		Hawser .....	90	10	<i>21.10.1.7</i>	10.3.10
	Main Sails,		Towlines .....	90	1 1/2		
	Main Top Sails,		Warp .....	90	5 1/2		
			All of <i>Good</i> quality.			Kedge, .....	2 0.5.1.18 0.2.3.2

Her Standing and Running Rigging *Hemp* sufficient in size and *Good* in quality.

She has *One* Long Boat and *3* other *Good* Boats

The present state of the Windlass *3* Capstan *5* and Rudder *Good* Pumps *Two Cast Metal*

### General Remarks and Statement and Date of Repairs, if any.

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 }

*Specially Surveyed*

*This ship was commenced in January 1864 she has been built under a very good Gov and the conditions expressed in Sect 52 observed. The frame is good and well put together; there are 16 pairs of Iron Straps 1 1/2 x 4 let into inside of frames, and Bolted with Iron Bolts. More plates extending from upper part of deck Beams down to lower part of Chocks at Floor Heads. The deck and Hold Beams are of T Iron and of the sections shown on other side. The Stringer plate on deck Beams is 25 x 7/8 and tapering to 19 at ends. Stringer plate on Hold Beams 19 x 7/8. No plates to both decks each side of Hatchways 13 x 7/8. Self pieces of Waterways Bolted through each timber. A good Miller Keelson is fitted. Testing Certificate for Anchors & Chains produced from Staffordshire Public Machine. Yellow Metalled over felt to upper part of Wales.*

*The 'Warminster' is strongly built, but is plain in her finish. Rules Sect 46 have been complied with to the entire exclusion of Iron Bolts, and as she has been built under a Gov, we beg to recommend her for the 12th grade.*

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

If Sheathed, Doubled, Felted, or Coppered *Y Metalled over felt* When last done *July 1865*

Law of opinion this Vessel should be Classed *H A 1*

The Amount of the Fee.....£ 5 : : is received by me,

Special .....£ 40 : 11 : :

Certificate .....£ : : :

Committee's Minute *1<sup>st</sup> September 1865*

Character assigned *1 for 14 years*

*(A+C)*  
*Iron Beams 8 1/2*

*Thomas Leonard*  
*Lewis Vaughan*

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*Mr J. J. J. 30 June 1865 London*