

No. 2811 Survey held at Pembroke Dock Date 9<sup>th</sup> August 1865  
 on the Ship "Carnarvonshire" Master John Hemsworth  
 Tonnage Old 53 Built at Pembroke Dock When built 1865 Launched 24 June  
 By whom built Commenced by Allen & Ward, Completed by Long, Allen & Co Owners James Paul & Co  
 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	31	4		52	9	2	20		6			
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	3 1/2													
Floors	14	14												
1 <sup>st</sup> Foothooks	12 1/2	12 1/2												
2 <sup>nd</sup> Ditto	11 1/2	11 1/2												
3 <sup>rd</sup> Ditto	10 1/2	10 1/2												
Top Timbers	9 1/2	9 1/2												
Deck Beams	Average Space 4 feet 0 inches		8 x 5 1/2 x 7 1/2											
Deck Beams, length amidships	Average Space 4 feet 9 inches		9 x 5 1/2 x 5 1/2											
Hold Beams	Average Space 4 feet 9 inches		9 x 5 1/2 x 5 1/2											
Hold Beams, length amidships	Average Space 4 feet 9 inches		9 x 5 1/2 x 5 1/2											
Keel	14 1/2	15 1/2			14 1/2	14 1/2								
Scarpns of Ditto	8	4			8	4								
Keelsons	16	16			16	16								
Scarpns of Keelsons	8	4			8	4								

Garboard Strakes	INCHES.		Limber Strakes	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	7	4	Limber Strakes	5	6
Garboard to Bilge	4 1/3	4	Bilge Planks	5	4 1/2
Bilge Planks	4 1/3	4	Ceiling in Flat	3 1/2	3 1/2
Bilge to Wales	4 1/3	4	Ditto Bilge to Clamp	3 1/2	3 1/2
Wales	5 1/2	5 1/2	Hold Beam Clamps	4 1/3	4 1/4
Topsides	4 1/3	4 1/3	Deck Beam Ditto	3 1/2	3 1/2
Sheer Strakes	4 1/3	4 1/3	Ceiling 'twixt Decks	2 3/4	2 3/4
Plank Sheers	4	4	Hold Beam Shelves	12 x 12	12 x 11
Waterways	12 x 12	9 1/2 x 8	Deck Beam Ditto	12 x 8	6 7/8
Upper Deck	12 x 12	13 x 11			
Lower Deck	12 x 12	13 x 11			
Ditto, faying surface against Timbers	7 1/2	7			
Upper Deck	3 1/2	3 1/2			

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
Heel-Knee, & Deadwood abaft	1 1/2	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2
Scarpns of Keel, N° 8	1 1/4	1 1/4	1 1/4	Arms of Hooks	1 1/2	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/4	1 1/4	1 1/4	Thro' Bilge & Limber Strakes	1 1/2	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	1 1/2	1 1/2
	1 1/2	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2	1 1/2
	1 1/2	1 1/2	1 1/2	Pintles of the Rudder	3 1/4	3 1/4	3 1/4

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 26 3/4 Inches. The Space between the Top Timbers is 4 8/16 Inches.  
 The Floors consist of Ceylon The First Foothooks of Ceylon  
 The Second Foothooks of Ceylon The Third Foothooks and Top Timbers of Ceylon  
 The Shifts of the First and Second Foothooks are not less than 4 1/2 of 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 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 Ceylon of Windlass is Ceylon  
 The Keel is Ceylon The Main Keelson is Greenheart and quite free from all defects.  
 The Stem, and Stern Post of Ceylon The Transoms, Knight Heads, Hawse Timbers, and Aprons of Ceylon Deadwood, of Ceylon and are quite free from all defects.

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is D. P. Ceylon  
 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 Spircketting and Plank-sheers Ceylon & Greenheart The Water-ways { Upper Deck Ceylon  
 Lower Deck Greenheart  
 The Decks Yellow Pine 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 table two Bolts in floors, and 4 stringers and die plates. The knees well rivetted to side of beams  
 Deck Beams Hanging knees to each beam, and 4 stringers & die plates. The knees well rivetted 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 Ceylon 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 John Hemsworth Surveyor's Signature James Paul & Co  
 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.	
<u>Two</u>	Fore Sails,	Chain <u>Test to 47.10</u>	<u>300</u>	<u>1 1/2</u>	<u>Test to 25.13.0.4</u>	<u>3</u>	<u>1.6.0.4</u>
<u>Two</u>	Fore Top Sails,	Hempen Stream Cable	<u>75</u>	<u>2 1/2</u>	<u>25.3.3.9</u>	<u>3</u>	<u>1.5.2.0</u>
<u>Two</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u>	<u>1 1/2</u>	<u>21.10.1.7</u>		<u>10.3.10</u>
<u>Two</u>	Main Sails,	Towlines	<u>90</u>	<u>5 1/2</u>	Stream,	<u>1</u>	<u>0.10.1.18</u>
<u>Two</u>	Main Top Sails,	Warp			Kedge,	<u>2</u>	<u>0.5.1.18</u>
		All of <u>good</u> quality.					<u>0.2.3.2</u>

Her Standing Rigging 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 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 job and the conditions expressed in Sect 52 observed. The frame is good and well put together; there are 16 pairs of Iron Straps 2 x 4 let into inside of frames, and Bolted with Iron Bolts. There 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. Tie plates to both decks each side of Hatchways 13 x 7/8. A few pieces of Waterways Bolted through each timber. A good Miller Keelson is fitted. Testing certificates for anchors & Chains produced from Staffordshire Public Machine. Yellow Metalled over felt to upper part of Wales.

The 'Staffordshire' 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 Roof, we beg to recommend her for the 1st grade

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

If Sheathed, Doubled, Felted, or Coppered 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.P.)  
Iron Beams 8 1/2

*James London*  
*Leitch Vanebrugh*

Mr. J. J. ... 30 Ave. Street, London

