

No. 3278 Survey held at Gloucester Date April, last 1872
 on the "Row Tilly" Master Samuel Bush

Tonnage under tonnage deck Built at Gloucester When built 1872 Launched March
 Ditto of poop or spar deck By whom built Jones Owners John & Ford
 Total tonnage 70 37/100 Port belonging to Gloucester Destined Voyage Coastwise
 If Surveyed while Building, Afloat, or in Dry Dock 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		19	3		6	9		one

Scantlings of Timber.	IN SHIP. Moulded.			REQUIRED PER RULE. Moulded.		
	Sided.	Middle.	Ends.	Sided.	Middle.	Ends.
TIMBER AND SPACE	15					
Floors	5 1/2	7		7		
1st Foothooks	5	5		6		
2nd Ditto	4 1/2	5		5 1/2		
3rd Ditto	4 1/2	4 1/2		5 1/2		
Top Timbers	4 1/2	4 1/2	4 1/2			
Deck Beams, length amidships	18 feet					
Hold Beams, length amidships	8 10 1/2					
Keel	8	10 1/2		8	8	
Scarphs of Ditto	5 1/2			4 1/2		
Keelsons	16	16		9	9	
Scarphs of Ditto						

Outside Plank.	INCHES. Required per Rule.		Dimensions of Ship per Register, length 72.6 breadth 19.3 depth 6.8
	In Ship.	Required per Rule.	
Garboard Strakes	2 1/2	2	Inside Plank.
Garboard to Bilge	2 1/2	2	
Bilge Planks	2 1/2	2	
Bilge to Wales	2 1/2	2	
Wales	3 1/4	3	
Topsides	3 1/4	2 1/4	
Sheer Strakes	2 1/2	2 1/4	
Plank Sheers	2 1/2	2	
Water-Ways	2 1/2	2 1/2	
Ditto, faying surface against Timbers			
Upper Deck	2 1/2	2 1/2	

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

	Copper or Yellow Metal in Ship.	Iron in Ship.	Inches required per Rule		Copper or Yellow Metal in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadwood abaft		2	2	Transoms and throats of Hooks		3/4	3/4
Scarphs of Keel, N° 5		3/4	3/4	Arms of Hooks		3/4	3/4
Keelson Bolts through Keel at each Floor		2	2	Thro' Bilge & Limber Strakes		3/4	3/4
Bolts thro' Heels of Timbers against Deadwood		2	2	Thickstuff over Double Floors		1/2	1/2
				Butt End Bolts		3/8	3/8
				Short Bolts in Ceiling		3/8	3/8
				Pintles of the Rudder		1 1/8	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 Inches. The Space between the Top-Timbers is 6 Inches.
 The Floors consist of Eng bar The First Foothooks of Eng bar
 The Second Foothooks of Eng bar The Third Foothooks and Top Timbers of Eng bar
 The Shifts of the First and Second Foothooks are not less than 2 feet N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are not seen

The Frame is square squared from First Foothook Heads upwards, and square free from sap, and from thence downwards, the frame is square
 The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.
 The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is Eng bar of Windlass is E. bar
 The Keel is Que's Elm The Main Keelson is Pitch Pine and free from all defects.
 The Stem, and Stern Post of Eng bar The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng bar Deadwood, of Eng bar and are free from all defects.
 The Deck and Hold Beams of Eng bar The Breasthooks of Eng bar The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Que's Elm
 or to the First Foothook Heads
 From the above named Height to the Light Water Mark P. Pine
 From the Light Water Mark to the Wales P. Pine
 The Wales and Black-strakes are P. Pine The Topsides & Sheer-strakes P. Pine
 The Spirketting and Plank-sheers P. Pine The Water-ways { Upper Deck P. Pine Lower Deck
 The Decks Y. Pine State of good
 The Shifts of the Planking are not less than 6 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 unless 3 between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red Pine
 The Ceiling, Lower Hold, and between Decks Red Pine Shelf Pieces and Clamps P. Pine
 Fastenings.—To Hold Beams

Deck Beams 10 pairs of Hanging Tree Riders extending down over Bilges and 1 pair of ordinary Hanging Beams.
 Number of Breasthooks Two Pointers Crutches
 Butt End Bolts are of Iron in the Bottom. Two Bolts in each Butt End through and clenched.
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of none How Made
 Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Substantial
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Surveyor's Signature Thomas Congdon

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
<i>one</i>	Fore Sails,	Chain	120	13 16	11.17	4		Bowers	2	3.2-10 3.2-9	6-1-3 6-1-3	3	
<i>one</i>	Fore Top Sails,	Hempen Stream Cable	75	6 1/2									
<i>one</i>	Fore Topmast Stay Sails,	Hawser	75	4 1/2				Stream	1	1-2			
	Main Sails,	Towlines						Kedges	1	7			
	Main Top Sails,	Warp											
	and	All of <u>good</u> quality.											

Her Standing and Running Rigging Stump sufficient in size and good in quality.

She has one Long Boat and

The present state of the Windlass Winch Capstan Rudder good Pump good

Order for Special Survey,

No. _____ Date _____

Order for Ordinary Survey,

No. _____ Date _____

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 }

Surveyed as per Sect 31

General Remarks

This vessel has not been built under survey. Listings run out in Ceiling at about Ridges, and fastenings driven out as per Sect 51. The proportion of length to depth would have required plates upon the frame, the extra thickness of planking, together with the Rule Rulers and heavy keelson are submitted as compensation. The planking is fastened with iron bolts to the entire inclusion of treenails, the bolts all going through & clenched in 4 Strakes from Beams downwards also in the Ridge plank; the remainder clenched upon frame. The Main Hatchway is 27 feet in length, supported on each side by 6 Half Beams with a Rule Ruler to each, also two thwartship iron bars. The frame light and not well squared. Certificates for Anchors & Chains produced and signed by W. Peake.

I beg to submit for the Committee's consideration that this little vessel may be classed 6A1, which would meet the case and satisfy the owners.

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

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done _____

I am of opinion this Vessel should be Classed 6A1

The Amount of the Fee.....£1 : : is received by me,

Special£2 : 2 :

× Certificate£ : 2 : 6

Travelling expenses 2/10/4

Committee's Minute 25th June 1842

Character assigned 6A1 for 5 Years
1A1CB

Wm Thomas Longdon



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By John Comyns Esq. of London