

No. 3278 Survey held at Gloucester Date April, last 18 June 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 Port belonging to Gloucester Destined Voyage coasting
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.									
TIMBER AND SPACE									
Floors	5 6	7							
1 st Foothooks	5	5							
2 nd Ditto	4 5	5							
3 rd Ditto	4 1/2	4 1/2							
Top Timbers	4 1/2	4 1/2							
Deck } N ^o 13 Average } 4 feet 6 1/2									
Beams } Space } 8 1/2									
Deck Beams, length amidships	18 feet								
Hold } N ^o Average } 8 10 1/2									
Beams } Space } 16 16									
Hold Beams, length amidships									
Keel	8	10 1/2							
Scarphs of Ditto	5 1/2								
Keelsons	16	16							
Scarphs of Ditto									

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.	Copper or Yellow Metal in Ship.	Iron in Ship.	Inches required per Rule.	Copper or Yellow Metal in Ship.
Heel-Knee, & Deadw'd abaft	2	2	Transoms and throats of Hooks	3 1/4	3 1/4	Hold Beam			Waterway ..
Scarphs of Keel, N ^o 5	3 1/4	3 1/4	Arms of Hooks	3 1/4	3 1/4	Bolts in			Knees
Keelson Bolts through Keel	2	2	Thro' Bilge & Limber Strakes	3 1/4	3 1/4				Shelf or Clamp
at each Floor	8	8	Thickstuff over Double Floors	1 1/2	1 1/2	Deck Beam			Waterway ..
Bolts thro' Heels of Timbers	1	1	Butt End Bolts	3 1/4	3 1/4	Bolts in			Knees
against Deadwood	2	2	Short Bolts in Ceiling	3 1/4	3 1/4				Shelf or Clamp
			Pintles of the Rudder	1 1/2	1 1/2	Nails or Bolts in Flat of Deck			from nails
						Treenails			Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 Inches. The Space between the Top-Timbers is 10 1/2 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 fairly squared from First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is squared

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

The Butts of the Timbers are ~~shaken~~ close together; their thickness not less than 1/2 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 Amer Cedar 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 Amer Cedar

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

The Decks Y. Pine State of good Lower Deck

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 out less 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 Intending down over Bilges

and 1 pair of ordinary Hanging Ropes.

Number of Breasthooks Two Pointers

Butt End Bolts are of Iron in the Bottom. Two Bolts in each Butt End One 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 Substantially

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	11.17	4		Bowers	2	3.2-10	6-0-3	3	
<i>one</i>	Fore Top Sails,			16						3.2-9	6-0-3		
<i>one</i>	Fore Topmast Stay Sails,	Hempen Stream Cable	75	6 1/2									
<i>one</i>	Main Sails,	Hawser	75	4 1/2				Stream	1	1-2			
<i>one</i>	Main Top Sails,	Towlines						Kedges	1	7			
	and	Warp											
		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 Good Capstan Good 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 Surveyed 21

2nd. When the Beams are put in, &c. for Sect 31

3rd. { When completed, and before the plank be painted or payed }

General Remarks

This Vessel has not been built under Survey. Listings now cut 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 panel, 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 panel. The Main Hatchway is 27 feet in length, supported on each side by 6 Half Beams with a Rule Rider to each, also two thwartship Iron bars. The panel 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 B A1, 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 B A1

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

Special£2 : 2 :

Travelling expenses, 2/10/4 x Certificate£ : 2 : 6

Committee's Minute 25th June 18 42

Character assigned For 5 Years A & B

Thomas Congdon



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By John. Comyns & Co. Ld.