

No. 223. Survey held at *Lestri Ponente* Date, first Survey *1.10.76* Last Survey *5.10.76*
on the *Bk. "Elvetic"* Master *C. Fondini*

TONNAGE under Tonnage Deck *618.20*
Ditto of Spar Deck, or Arming Deck
Ditto of ~~Deck~~ Raised Qr. Dk. *39.90*
Ditto of Houses on Deck *20.48*
Ditto of Forecastle
Gross Tonnage *678.58*
Crew Space, as per Rule *132.38*
Register Tonnage, cut on Beam *646.20*
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam

Built at *Lestri Ponente* When built *1875-76* Launched *4.10.76*

By whom built *Peragallo* Owners *Fondini Bros.*
Managing owner. *L. Fondini, Via Palestro, 11, Genova*
Port belonging to *Genoa* Destined Voyage *Rice Ports*

If Surveyed while Building, Afloat, or in Dry Dock *While Building.*

Length as per section 39 *147* Feet. *5* Inches. Extreme Breadth Outside *31* Feet. *5* Inches. Depth of Hold *20* Feet. *6* Inches. Number of Decks *one*
Length of Keel *139* Feet. *0* Inches. (Depth from limber-strakes to under side of lower deck beam *12.4 1/2*)

Scantlings of Timber.

	Feet.	Inches.	Extreme Breadth Outside				Extreme Breadth Inside			
			Middle.	Ends.	Middle.	Ends.	Middle.	Ends.	Middle.	Ends.
TIMBER AND SPACE.....	<i>28</i>				<i>30 1/2</i>					
Floors	<i>11 1/2</i>	<i>13 1/2</i>	<i>10 1/2</i>	<i>12 1/4</i>	<i>12 1/4</i>	<i>11 1/4</i>				
1st Foothooks	<i>11</i>	<i>10 1/2</i>	<i>10</i>	<i>11 1/4</i>	<i>11 1/4</i>	<i>10 1/2</i>				
2nd Ditto	<i>10 1/2</i>	<i>10</i>	<i>9 1/2</i>	<i>10 1/2</i>	<i>10 1/2</i>	<i>9 1/2</i>				
3rd Ditto	<i>10</i>	<i>9 1/2</i>	<i>9</i>	<i>9 1/2</i>	<i>9 1/2</i>	<i>9 1/4</i>				
Top Timbers	<i>9</i>	<i>9</i>	<i>7 1/2</i>	<i>9 1/4</i>	<i>9 1/4</i>	<i>8 1/4</i>				
Deck } N° 24 Average	<i>6.6</i>									
Beams } Space	<i>6 1/4</i>	<i>11 9/4</i>	<i>10 1/2</i>	<i>10</i>	<i>9</i>	<i>9 1/2</i>				
Deck Beams, length amidships ..	<i>28 ft</i>									
Hold } N° 21 Average	<i>6 ft 6</i>	<i>13 3/4</i>	<i>13 3/4</i>	<i>13</i>	<i>12 1/4</i>	<i>12 1/4</i>				
Beams } Space										
Hold Beams, length amidships ..	<i>29 ft</i>									
Keel	<i>13 1/2</i>	<i>15 1/2</i>		<i>14 1/4</i>	<i>14 1/4</i>					
Scarp of Ditto	<i>5</i>	<i>6</i>		<i>6 ft - 0</i>	<i>6 ft - 0</i>					
Keelsons	<i>15</i>	<i>15</i>		<i>15 1/4</i>	<i>15 1/4</i>					
Scarp of Ditto	<i>6 ft - 0</i>			<i>6 ft - 0</i>	<i>6 ft - 0</i>					

Outside Plank.

	In Ship.	Required per Rule.
Garboard Strakes...	<i>5 1/2</i>	<i>4</i>
Garboard to Bilge ..	<i>3 5/8</i>	<i>4</i>
Bilge Planks	<i>3 5/8</i>	<i>4</i>
Bilge to Wales	<i>3 5/8</i>	<i>4</i>
Wales	<i>4 3/4</i>	<i>5</i>
Topsides	<i>4 3/4</i>	<i>4</i>
Sheer Strakes	<i>5</i>	<i>4</i>
Plank Sheers	<i>4</i>	<i>4</i>
Water } Upper Deck	<i>11 1/2 x 12 1/2</i>	<i>7 1/2 x 9</i>
Ways } Lower Deck	<i>8 1/2 x 12 1/2</i>	<i>10 1/2 x 12 1/2</i>
Ditto, faying surface against Timbers ...	<i>7</i>	<i>6 1/2</i>
Upper Deck	<i>3 1/2</i>	<i>3 1/2</i>

Dimensions of Ship per Register, length breadth depth

Inside Plank.

	In Ship.	Required per Rule.
Limber Strakes	<i>5</i>	<i>4 1/2</i>
Bilge Planks	<i>5 3/4</i>	<i>4 1/2</i>
Ceiling in Flat	<i>4 5/8</i>	<i>3 1/4</i>
Ditto Bilge to Clamp	<i>3 1/2</i>	<i>3 1/4</i>
Hold Beam Clamps...	<i>6 1/2 x 9 1/2</i>	<i>4</i>
Deck Beam Ditto ..	<i>6 1/2 x 12</i>	<i>3 1/4</i>
Ceiling 'twixt Decks	<i>4 3/8</i>	<i>2 1/2</i>
Hold Beam Shelves ..	<i>8 x 12</i>	<i>7 1/2 x 9</i>
Deck Beam Ditto....	<i>7 x 12</i>	<i>10 1/2 x 12 1/4</i>

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Transoms and throats of Hooks	<i>1 3/16</i>	<i>1 3/16</i>	<i>1 3/16</i>	Hold Beam	<i>3</i>	<i>3</i>	<i>3</i>
Scarp of Keel, N° 4	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Arms of Hooks	<i>1</i>	<i>1</i>	<i>1</i>	Bolts in	<i>1</i>	<i>1</i>	<i>1</i>
Keelson Bolts through Keel	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Thro' Bilge and Limber Strakes	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Deck Beam	<i>2</i>	<i>2</i>	<i>2</i>
at each Floor	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Thickstuff over Double Floors	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Bolts in	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Bolts thro' Heels of Timbers	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Butt End Bolts	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Nails or Bolts in Flat of Deck	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
against Deadwood	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Short Bolts in Ceiling	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Treenails	<i>1 1/2</i>	<i>1 1/2</i>	<i>1 1/2</i>
Frame Bolts	<i>1 1/4</i>	<i>1 1/4</i>	<i>1 1/4</i>	Pintles of the Rudder	<i>2 1/2</i>	<i>2 1/2</i>	<i>2 1/2</i>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *0* Inches. The Space between the Top-Timbers is *0* Inches.
The Floors consist of *It. Oak (Tuscany)* The First Foothooks of *It. Oak (Tuscany)*
The Second Foothooks of *It. Oak* The Third Foothooks and Top Timbers of *It. Oak*

The Main Keelson is *It. Oak* and is free from all defects. The Shifts of the First and Second Foothooks are not less than *4.6*
(The Rider Keelson is *12 3/4 x 12 3/4*. Scarphs *5.2* *Oak*. N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *It. Oak* ditto. The rest of the Shifts of the Frame are *not less than 4.6*
Deadwood, of *It. Oak* and *It. Oak* ditto. The Frame is *well* squared from First Foothook Heads upwards,

The Stem, and Stern Post of *It. Oak* ditto. and is free from sap, and from thence downwards, the frame is *good*
The Deck and Hold Beams of *Larch, remainder Oak* The *whole* of the Frames are *frame* bolted together to the Gunwale.

Breasthooks of *It. Oak* Knees of *It. Oak* N.B. If not, state how bolted
The Main piece of Rudder of *It. Oak* Windlass of *Iron* The Butts of the Timbers are *well* close together; their thickness not less than *—* of the entire moulding at that place.

(The Keel of *It. Oak*.) The Frame is *not* choiced with *—* Butt at each end of the choick.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *Beech, Elm & Oak*
From the above named height to the Wales *Piedmont Oak*

The Wales and Black-strakes *It. Oak (Piedmont)* The Topsides & Sheer-strakes *It. Oak (Piedmont)*
The Spirketting and Plank-sheers *—* The Water-ways { Upper Deck *—*
The Decks *P. Pine* State of *good* Lower Deck *Larch*

The Shifts of the Planking are not less than *5* Feet *0* Inches. N.B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Limber-strakes and Bilge-strakes are *Italian Oak*
The Ceiling, Lower Hold, and between Decks *Larch* Shelf Pieces and Clamps *It. Oak*

Fastenings.—To Hold Beams *Lodging knees* are fitted all fore and aft, and there are *17* pairs of *Lodging knees*.

Deck Beams *Lodging knees* are fitted all fore and aft and there are *18* pairs of *Lodging knees*.

Number of Breasthooks *Six* Pointers *4.7* *5.5* *5.5* Crutches *—*
Butt End Bolts are of *Yellow Metal* in the Bottom *Two* Bolts in each Butt End *—* through and clenched.

Bilge and Limber Strakes *are* bolted through and clenched Treenails of *Acacia* How Made *Turned*
Thickstuff *over Double Floors* is bolted through and clenched General Quality of Workmanship *very good*

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

Builder's Signature *The Builder is unable to sign this Report because he is not acquainted with the English language.* Surveyor's Signature *J. Schiappino*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

[illegible]

Her Standing and Running Rigging is sufficient in size and good in quality. She has one Long Boat and two others

The present state of the Windlass is good 2 Capstan good and Rudder good Pumps 2 - 6 pumps - good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Three ports & three flaps besides the three scrappers.

Cargo Hatchways.—How formed? *As usual* State size *For 4' 8" o/g. aft 4' 6" x 4' 8"*

If of extraordinary size, state how framed and secured? *Not of extraordinary size*

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? Yes **Main Hatchways.**—State size 8' x 9' x 8' x 3'

Order for Special Survey, No. <u>57</u>	DATES of Surveys held while build- ing, as per Section 35.	1st. When the Frame is completed	<i>Specially surveyed: - 1875 - Oct 1, 11, 21, 26;</i>
Date <u>26th Oct 1875</u>		2nd. When the Beams are put in, &c.	<i>Nov^r 6, 13, 17, 26; Dec^r 6, 16, 23, 31; 1876: -</i>
Order for Ordinary Survey, No. _____		3rd. When completed, and before the plank be painted or payed	<i>Jan^y 7, 14, 22, 29; Feb^r 4, 11, 19, 25;</i>
Date _____			<i>Mar. 3, 7, 15, 21, 30; April 6, 15, 21, 28; May 3, 10, (burnt) 17, 26;</i>
No. _____ in Builder's Yard.			<i>July 1, 5, 10, 15, 19, 25; Aug 3, 9, 16, 23, 30; Sep^r 2, 7, 14, 21, 28; Oct 5.</i>
General Remarks _____			

General Remarks.

When this vessel was nearly ready for launching she caught fire and burnt most of her upper deck beams, shelves, clamps and ceiling between decks, hanging knees to upper deck, a few top timbers, lower part of masts, deck houses &c. The vessel has now been efficiently repaired: - The whole of the upper deck planking was removed, all the upper deck beams except four forward which were allowed to remain because they were not reduced in strength; all the upper deck hanging knees removed, the upper deck shelf, clamps, and ceiling between decks also removed and several of the top timbers changed; eight or nine planks of the topsides removed, the spirketting and lower deck waterway were very little burnt and that only on the front, so the bolts were retightened & the spirketting remains $6 \times 9\frac{3}{4}$ (originally $6\frac{1}{2} \times 9\frac{3}{4}$) and the lower deck waterway remains $8 \times 12\frac{1}{2}$ (originally $8\frac{1}{2} \times 12\frac{1}{2}$), an inner lower deck waterway has been fitted of Larch, $10" \times 10"$, fastened with one bolt of iron $\frac{15}{16}$ diameter and 2 ft long and one bolt of yellow metal

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

If Sheathed, ~~Doubled, Felted, Coppered, or Yellow Metalled~~ ^{with} on Felt When last done how

Year 1898
~~Is~~ of opinion this Vessel should be Classed (see remarks) * A.I.

The Amount of the Entry Fee£ 5 : 0 : 0 received by me,

Special£ 32 : 6 :
Certificate .. — : — :

(Travelling Expenses, if any, £ 4-0-0)

Committee's Minute 12th October 1876

Character assigned HA

9412 Juncus Nut
A109 CF

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