

No. 876 Survey held at Guernsey Date from Dec. 20-1864 to August 17/65 1865  
on the Barque "Iraza" Master M<sup>r</sup> William Charles Jones  
Tonnage under tonnage deck 304 18/100 Built at Guernsey Keel laid 20 December 1864  
Ditto of 93 or spar deck By whom built M<sup>r</sup> James Schre Owners M<sup>rs</sup> William LeLachem  
Total tonnage 327 1/100 Port belonging to Guernsey Destined Voyage Sandwich Islands  
Surveyed while Building, Afloat, or in Dry Dock Under Roof

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	129	8 1/2	20 1/2				26	3 1/2	14	6 1/2	One	
			IN SHIP. REQUIRED PER RULE.				(Depth from limber-strakes to under side of lower deck beam 7 ft. 9 in.)					
			Sided.	Moulded.	Sided.	Moulded.	Outside Plank.					
							INCHES.					
							In Ship.	Required Rule.	Dimensions of Ship per Register,			
Scantlings of Timber.									length 132 3/4 breadth 26 3/4 depth 15 6/10			
TIMBER AND SPACE	24 1/2								Inside Plank.			
Floors									INCHES.			
1st Foothooks									In Ship. Required per Rule.			
2nd Ditto									Limber Strakes ... 4 3 1/2			
3rd Ditto									Bilge Planks ... 4 10 3/4 3 1/2			
Top Timbers									Ceiling in Flat .... 3 23 1/2			
Deck { N <sup>o</sup> 29 Average Space }	4 feet								Ditto Bilge to Clamp 5 23 1/4			
Beams }									Hold Beam Clamps 7 1/2 14 3 3/4			
Deck Beams, length amidships	24 1/2								Deck Beam Ditto 5 1/2 14 2 3/4			
Hold { N <sup>o</sup> 13 Average Space }	8 1/2								Ceiling 'twixt Decks 12 1/2 2 1/2			
Beams }									Hold Beam Shelves 7 1/2 14 3 1/4			
Hold Beams, length amidships	24 1/2								Deck Beam Ditto 5 1/2 13 1/4 3 1/2			
Keel	13	16										
Scarp of Ditto	5 1/2	8 1/2										
Keelsons	16	16										
Scarp of Ditto	6 feet											

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

Copper in Ship.	Iron in Ship.	Inches required per Rule	Copper in Ship.	Iron in Ship.	Inches required per Rule	Copper in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/8	1 1/8	Transoms and throats of Hooks	1	1	Hold Beam	Waterway	1
Scarp of Keel, N <sup>o</sup> 8	1	7/8	Arms of Hooks	1 1/8	1 1/8	Bolts in	Knees	1
Keelson Bolts through Keel at each Floor	1	1	Thro' Bilge & Limber Strakes	3/4	3/4	Deck Beam	Waterway	1 1/8
Bolts thro' Heels of Timbers against Deadwood	1 1/8	1 1/8	Thickstuff over Double Floors	1 1/8	1 1/8	Bolts in	Knees	1 1/8
			Butt End Bolts	1 1/8	1 1/8		Shelf or Clamp	1 1/8
			Pintles of the Rudder	2 1/2	2 1/2	Nails or Bolts in Flat of Deck		1 1/2
						Treenails 1 1/4 Inches		1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Floors consist of English and fch Oak The First Foothooks of English and fch Oak

The Second Foothooks of English and fch Oak The Third Foothooks and Top Timbers of English and fch Oak

The Shifts of the First and Second Foothooks are not less than 3 ft 9 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 ft 9 in to 4 feet

The Frames are all squared from First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is

The — Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The first full frame bolted upon the keel

The Butts of the Timbers are all close together; their thickness not less than 13 of the entire moulding at that place.

The Frame is dovelled choaked with a Butt at each end of the chock. The Main piece of Rudder is Teak of Windlass is Teak

The Keel is Am<sup>r</sup> Oak The Main Keelson is Teak and quite free from all defects.

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

and Aprons of English and fch Oak Deadwood, of French Oak and are quite free from all defects.

The Deck and Hold Beams of Eng<sup>r</sup> Oak, Morra & Teak The Breasthooks of Eng<sup>r</sup> Oak The Knees of English Oak to 4 inch beams at each end

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm & Pitch Pine

or to the First Foothook Heads

From the above named Height to the Light Water Mark Teak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak

The Spirketting and Plank-sheers Teak The Water-ways { Upper Deck Teak

The Decks Teak & fir State of good Lower Deck Morra

The Shifts of the Planking are not less than 6 ft 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 2 ft 3 in between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak

The Ceiling, Lower Hold, and between Decks Teak, Morra & fir Shelf Pieces and Clamps Morra

Fastenings.—To Hold Beams 18 7/8 Copper bolts in 13 pairs of iron hanging knees, 9 pairs

of which extends to and bolted upon the floor heads through and clenched

The beams are dove tailed in the shelf and dovelled in the Watway.

Deck Beams 18 7/8 Copper bolts in 25 pairs of hanging iron knees through and clenched on

breastings of metal rings. And upon staple knees in Mast Rooms the

Beams are dove tailed in the shelf piece & dovelled in the Watway.

Number of Breasthooks 4 = 3 iron & 1 wood Pointers 2 Crutches One iron

Butt End Bolts are of Copper in the Bottom. two Bolts in each Butt End One of iron through and clenched.

Bilge and Limber Strakes Copper bolted through and clenched. Treenails of English Oak How Made Planed

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Superior

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

Builder's Signature James Setine Surveyor's Signature Peter Collins

GNS360-0147



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

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N <sup>o</sup> .				Fathoms.	Size.	N <sup>o</sup> .	Weight.	Tested to.
							Ex. Stock.	as per Certificate.
<i>One</i>	Fore Sails, <i>1 spare</i>	Chain .....	280	13/16	25-10-00	Bowyer .....	3	12-1-27 16-6-0-0
<i>Complete</i>	Fore Top Sails, <i>1</i>	Hempen Stream Cable ..	60	17/10				12-0-20 14-0-1-0
<i>Patent</i>	Fore Topmast Stay Sails, <i>1</i>	Hawser .....	90	7				11-0-5 12-18-00
<i>made</i>	Main Sails,	Towlines .....	80	6		Stream, .....	1	5-3-26
	Main Top Sails,	Warp .....	90	8 1/2		<i>With Stork</i>		
	<i>and with off-ships</i>	All of <i>good</i> quality.	80	5		Kedge, .....	2	2-2-22
	<i>Wire Ropes</i>							1-1-2
Her Standing and Running Rigging <i>Patent made</i>			sufficient in size and <i>good</i>			in quality.		
She has <i>One</i> Long Boat and <i>2 others Jolly and Gig</i>								
The present state of the Windlass is <i>good</i>			Capstan <i>2-iron</i>	Rudder <i>good</i>	Pumps <i>2 main &amp; 2 bilge</i>			

Order for Special Survey, *3 Jan 1865*  
No. \_\_\_\_\_ Date \_\_\_\_\_

DATES of Surveys  
held while building,  
as per Section 35.

1st. When the Frame is completed *6th May 1865*  
2nd. When the Beams are put in, &c. *16th Sept 1865*  
3rd. { When completed, and before the } *25th Dec 1865*  
plank be painted or payed }

Order for Ordinary Survey, *18 May 1865*  
No. *2* Date *18 May 1865*

#### General Remarks.

Build under roof. Specially surveyed while building, also in the two final stages by Mr. Jayrell; the remainder of the building. For applying iron plates on the frame timbers section 37. Said he would make compensation in extra thickness of planks, splices, clamps and traterays & fastenings bolted in every timber through and clenched, similar to those in the ship Costa Rica Packet No. 776 admitted, now done; which I beg to recommend to the Committee accordingly.

The materials used are of superior quality and workmanship, size and description herein stated, including the caulking & oakum proved by pieces cut out of the bottom planks, fastened with trepanails and copper, including the heel of cant timbers against fore and after Deadwood, through and clenched, to the exclusion of iron, and other; Air Courses left open to each tier of beams, and in the Hold at each end of the ship in accordance with the Rules. Well equipped and abundantly found. Sheathed once Patent felt up to first futtock heads, and thick paper above, with yellow metal up to the upper strake of the Wale. Bower, Anchors and Chains, tested at Betherton proving House. Certificates produced, signed by *M. B. Read* Superintendent.

Present condition of Caulking of Bottom, *good* Deck, *good* and Waterways *good*  
If Sheathed, Doubled, Felted, or Coppered *Y. Metal as stated above* When last done *Non on the stocks*  
I am of opinion this Vessel should be Classed *As 14 years*

The Amount of the Fee.....£ 4: .. is received by me,

Special .....£ 16: 4: ..  
Certificate .....£ 4: 0: ..

Committee's Minute *21 August 1866*

Character assigned

*for 14 years*

*Peter Collier*  
*Surveyor*

*Lloyd's Register*  
*Foundation*