

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length aloft	85 ⁵ / ₁₀		Extreme Breadth Outside	19 ⁷ / ₁₀		Depth of Hold	9 ⁹ / ₁₀	
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE	18		Outside.			Inside.		
Floors.....	7 ¹ / ₂	10	Garboard Strakes ..	2 ¹ / ₂	2	Limber Strakes	3 ¹ / ₂	2 ¹ / ₂
1 st Foothooks	7	6 ¹ / ₂	Garboard to Bilge ..	2 ¹ / ₂	2	Bilge Planks	3 ¹ / ₂	2 ¹ / ₂
2 nd Ditto.....	6 ¹ / ₂	6	Bilge Planks	3 ¹ / ₂	2	Ceiling in Flat	2 ¹ / ₂	1 ¹ / ₂
3 rd Ditto.....	5 ¹ / ₂	5	Bilge to Wales	2 ¹ / ₂	2	Ditto Bilge to Clamp	2 ¹ / ₂	1 ¹ / ₂
Top Timbers	5 ¹ / ₂	5	Wales	3 ¹ / ₂	3	Hold Beam Clamps..		
Deck Beams } No. 17 Average Space { 4 feet	9	8 ¹ / ₂ 6	Topsides	3 ¹ / ₂	2 ¹ / ₄	Deck Beam Ditto ..	3 ¹ / ₂	2 ¹ / ₄
Deck Beams, length amidships	18 feet 2 inches		Sheer Strakes	3 ¹ / ₂	2 ¹ / ₄	Ceiling 'twixt Decks		
Hold } No. Average } Beams } Space }			Plank Sheers	2 ¹ / ₂	2	Hold Beam Shelves ..		
Hold Beams, length amidships.....			Water-Upper Deck	6 ¹ / ₂	4	Deck Beam Ditto ..		
Keel	10	14	Ways Lower Deck					
Scarphs of Ditto.....	7 feet	4 feet	Ditto, faying surface against Timbers ..	4	4			
Keelsons.....	14	17	Upper Deck	2 ¹ / ₂	2 ¹ / ₂			
Scarphs of Ditto	6 feet	4 feet 6 inches						

	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			in Ship.	per Rule
Heel-Knee, & Dead'w'd abaft	$\frac{1}{8}$	$\frac{1}{4}$		Transoms and throats of Hooks	$\frac{1}{8}$	$\frac{1}{2}$		Hold Beam	{	Waterway ..	
Scarphs of Keel, N ^o . $\frac{7}{8}$	$\frac{1}{8}$	$\frac{1}{4}$		Arms of Hooks	$\frac{1}{8}$	$\frac{1}{2}$		Bolts in	{	Knees	
Keelson Bolts through Keel	$\frac{1}{8}$	$\frac{1}{4}$		Thro' Bilge & Limber Strakes	$\frac{1}{8}$	$\frac{1}{2}$			{	Shelf or Clamp	
at each Floor	$\frac{1}{8}$	$\frac{1}{4}$		Thickstuff over Double Floors				Deck Beam	{	Waterway ..	
Bolts thro' Heels of Timbers	$\frac{1}{8}$	$\frac{1}{4}$		Butt End Bolts	$\frac{1}{8}$	$\frac{1}{2}$		Bolts in	{	Knees	
against Deadwood	$\frac{1}{8}$	$\frac{1}{4}$		Pintles of the Rudder	2	$\frac{1}{2}$			{	Shelf or Clamp	
								Nails or Bolts in Flat of Deck			
								Treenails		Inches $\frac{1}{8}$	

The Floors consist of Beech ^{forward and aft} the length of Keel amidships & British Oak The First Footboards of British Oak

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak

The Shifts of the First and Second Foothooks are not less than $\frac{1}{8}$ of breadth 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 _____ free from sap, and from thence downwards, the

frame is *well damaged*

The ~~alternate~~ 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 $\frac{1}{4}$ rd of the entire moulding at that place.

The Butts of the Timbers are close together, their thickness not less than $\frac{1}{8}$ of the entire moulding at that place.

The Frame is _____ chocked with no Butt at each end of the check. The Main piece of Rudder is British Oak of Windlass is British Oak

The Keel is American Rock Elm The Main Keelson is American Oak and free from all defects.

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

and Aprons of British Oak Deadwood, of American Oak and are _____ free from all defects

The Deck and Hold Beams of Larch & British Oak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table **A** } the Plank is *American Rock Elm*
 or to the First Footboard Heads }

From the above named Height to the Light Water Mark *Red Pine* 8

From the above named height to the Light Water Mark 12 ft. 4 in.

From the Light Water Mark to the wales Head 1 mile

The Wales and Black-strakes are American Oak The Topsides & Sheer-strakes American Oak

The Spirketting and Plank-sheers Red Pine 10 The Water-ways { Upper Deck Red Pine
Lower Deck

2. 11. 1872

The Decks Yellow Pine State of California

The Shifts of the Planking are not less than seven 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 Three between, and without step-buttng

Planking Inside.—The Limber-strakes and Bilge-strakes are American Rock Elm

The Ceiling, Lower Hold, and between Decks American Rock Elm in flat, Red Pine Shelf Pieces and Clamps Red Pine

Fastenings.—To Hold Beams

2 8 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151 152 153 154 155 156 157 158 159 160 161 162 163 164 165 166 167 168 169 170 171 172 173 174 175 176 177 178 179 180 181 182 183 184 185 186 187 188 189 190 191 192 193 194 195 196 197 198 199 200 201 202 203 204 205 206 207 208 209 210 211 212 213 214 215 216 217 218 219 220 221 222 223 224 225 226 227 228 229 230 231 232 233 234 235 236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251 252 253 254 255 256 257 258 259 260 261 262 263 264 265 266 267 268 269 270 271 272 273 274 275 276 277 278 279 280 281 282 283 284 285 286 287 288 289 290 291 292 293 294 295 296 297 298 299 300 301 302 303 304 305 306 307 308 309 310 311 312 313 314 315 316 317 318 319 320 321 322 323 324 325 326 327 328 329 330 331 332 333 334 335 336 337 338 339 340 341 342 343 344 345 346 347 348 349 350 351 352 353 354 355 356 357 358 359 360 361 362 363 364 365 366 367 368 369 370 371 372 373 374 375 376 377 378 379 380 381 382 383 384 385 386 387 388 389 390 391 392 393 394 395 396 397 398 399 400 401 402 403 404 405 406 407 408 409 410 411 412 413 414 415 416 417 418 419 420 421 422 423 424 425 426 427 428 429 430 431 432 433 434 435 436 437 438 439 440 441 442 443 444 445 446 447 448 449 450 451 452 453 454 455 456 457 458 459 460 461 462 463 464 465 466 467 468 469 470 471 472 473 474 475 476 477 478 479 480 481 482 483 484 485 486 487 488 489 490 491 492 493 494 495 496 497 498 499 500 501 502 503 504 505 506 507 508 509 510 511 512 513 514 515 516 517 518 519 520 521 522 523 524 525 526 527 528 529 530 531 532 533 534 535 536 537 538 539 540 541 542 543 544 545 546 547 548 549 550 551 552 553 554 555 556 557 558 559 560 561 562 563 564 565 566 567 568 569 570 571 572 573 574 575 576 577 578 579 580 581 582 583 584 585 586 587 588 589 590 591 592 593 594 595 596 597 598 599 600 601 602 603 604 605 606 607 608 609 610 611 612 613 614 615 616 617 618 619 620 621 622 623 624 625 626 627 628 629 630 631 632 633 634 635 636 637 638 639 640 641 642 643 644 645 646 647 648 649 650 651 652 653 654 655 656 657 658 659 660 661 662 663 664 665 666 667 668 669 670 671 672 673 674 675 676 677 678 679 680 681 682 683 684 685 686 687 688 689 690 691 692 693 694 695 696 697 698 699 700 701 702 703 704 705 706 707 708 709 710 711 712 713 714 715 716 717 718 719 720 721 722 723 724 725 726 727 728 729 730 731 732 733 734 735 736 737 738 739 740 741 742 743 744 745 746 747 748 749 750 751 752 753 754 755 756 757 758 759 760 761 762 763 764 765 766 767 768 769 770 771 772 773 774 775 776 777 778 779 780 781 782 783 784 785 786 787 788 789 790 791 792 793 794 795 796 797 798 799 800 801 802 803 804 805 806 807 808 809 810 811 812 813 814 815 816 817 818 819 820 821 822 823 824 825 826 827 828 829 830 831 832 833 834 835 836 837 838 839 840 841 842 843 844 845 846 847 848 849 850 851 852 853 854 855 856 857 858 859 860 861 862 863 864 865 866 867 868 869 870 871 872 873 874 875 876 877 878 879 880 881 882 883 884 885 886 887 888 889 890 891 892 893 894 895 896 897 898 899 900 901 902 903 904 905 906 907 908 909 910 911 912 913 914 915 916 917 918 919 920 921 922 923 924 925 926 927 928 929 930 931 932 933 934 935 936 937 938 939 940 941 942 943 944 945 946 947 948 949 950 951 952 953 954 955 956 957 958 959 960 961 962 963 964 965 966 967 968 969 970 971 972 973 974 975 976 977 978 979 980 981 982 983 984 985 986 987 988 989 990 991 992 993 994 995 996 997 998 999 1000 1001 1002 1003 1004 1005 1006 1007 1008 1009 1010 1011 1012 1013 1014 1015 1016 1017 1018 1019 1020 1021 1022 1023 1024 1025 1026 1027 1028 1029 1030 1031 1032 1033 1034 1035 1036 1037 1038 1039 1040 1041 1042 1043

Deck Beams *Lodging knees of Iron to each Beam end, and Five parts of Iron Knee rivets fastened with Iron N*

Painters	Crutches
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Number of Breasthooks None Pointers None Struts one
 1 in the Bottom and 1/2 in each Butt End through and clenched.

Butts End Bolts are of Iron in the Bottom, and Iron Bolts in each Butt End through and cleanness.

Bilge and Limber Strakes Iron bolted through and clenched. Treennails of Iron Iron made Iron

Thickstuff over Double Floors_____bolted through and clenched. General Quality of Workmanship_____

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

Builder's Signature Joseph Russell Surveyor's Signature Wm. J. Wood

GRK295-0075

1897

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain <u>Admiralty test</u> { 15" 17 1/2" 13" 15"	7 5/8 30 1 1/2	Bower, <u>Common Admiralty test</u> { 8" 11 3/4"	1 4 1/2 3 1/2
<u>One</u>	Fore Top Sails,	Hempen Stream Cable	60 1 1/2		
<u>Sail</u>	Fore Topmast Stay Sails,	Hawser	60 5	Stream, <u>Common</u>	1 2 1/2 =
	Main Sails,	Towlines	60 3 1/2		
	Main Top Sails,	Warp		Kedge, <u>Common</u>	1 1 1/2 =
	and <u>Spare sails</u>	All of <u>Good</u> quality.			

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and Capstan

The present state of the Windlass is Good Rudder Good Pumps Two Castmetal Good

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	} <u>Special Survey while building</u> <u>from 19th August 1862 to 18th April 1864</u> <u>in all 21 visits.</u>
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the plank be painted or payed }	

This vessel has been built under Special Survey as per order No. 250. Fastened with Iron bolts throughout.

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

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

I am of opinion this Vessel should be Classed 7A1

The Amount of the Fee.....£ 1 : " : " is received by me, W. B. O. C. O.

Special£ 4 : 19 : "

X Certificate£ " : " : "

Committee's Minute 15th April 1864

Character assigned A 1 for 7 Years



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