

No. 1103 Survey held at Grimby Date, first Survey 6th June 70 Last Survey Jan 72 1872
on the Schooner "Geraldine" Master Henry Rev 25/1/72
Tonnage under Tonnage Deck 168.90 Built at Grimby When built 1871 Launched 14 Dec 70
Ditto of Spar Deck, or Awning Deck By whom built John Hadfield Owners Poppelwell & Western
Ditto of Poop, or Raised Gr. Dk. Port belonging to London Destined Voyage Cape of Good Hope
Ditto of Houses on Deck Cabin 14.59
Ditto of Forecastle House forward 8.57
Gross Tonnage 192.06
Crew Space, as per Rule
Register Tonnage, out on Beam
Engine Room
Register Tonnage, as a Steamer, }
out on the Beam }

Length as per section 39	Feet	Inches	Extreme Breadth Outside	Feet	Inches	Depth of Hold	Feet	Inches	Number of Decks
Length of Keel	103	96	23	9	12	3			One
Scantlings of Timber.									
TIMBER AND SPACE	24	20	8	8	4	2 1/2			
Floors	8	9	8	8	4	2 1/2			
1st Foothooks	8	7 1/2	7	7	4	2 1/2			
2nd Ditto	7.8	6 1/2	6 1/2	6 1/2	4	2 1/2			
3rd Ditto	7.8	5	6	4 3/4	4	2 1/2			
Top Timbers	7.8	5	6	4 3/4	4	2 1/2			
Deck N° 201	3 1/2	2 1/2	10	7 1/2	8	8	6 1/2		
Beams	3 1/2	2 1/2	10	7 1/2	8	8	6 1/2		
Deck Beams, length amidships	22	22	4	4	4	4	4		
Hold N°									
Beams									
Hold Beams, length amidships	10 1/2	12 1/4	10	10					
Keel	5 1/2	6	4	6					
Scarp of Ditto	11 1/2	11 1/4	11	11					
Keelsons	6	6	5	5					
Scarp of Ditto	6	6	5	5					
Outside Plank.									
Garboard Strakes	3	3 1/2							
Garboard to Bilge	3	3 1/2							
Bilge Planks	4	2 1/2							
Bilge to Wales	3	2 1/2							
Wales	4	4							
Topsides	3	3							
Sheer Strakes	3	3							
Plank Sheers	3 1/2	2 1/2							
Water Upper Deck	6 1/2	7 1/2							
Ways Lower Deck									
Ditto, faying surface against Timbers	3	5							
Upper Deck	3	2 1/2							
Inside Plank.									
Limber Strakes	3 1/2	3 1/2							
Bilge Planks	4	3 1/2							
Ceiling in Flat	2 1/2	2							
Ditto Bilge to Clamp	3	2							
Hold Beam Clamps									
Deck Beam Ditto	4 1/2	2 1/2							
Ceiling 'twixt Decks									
Hold Beam Shelves									
Deck Beam Ditto									

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 2 1/2 Inches.
The Floors consist of English Oak The First Foothooks of English Oak
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Main Keelson is Pitch Pine and — free from all defects. The Shifts of the First and Second Foothooks are not less than 3 feet—
The Transoms, Knightheads, Hawse Timbers, & Aprons of English Oak ditto. N.B. When less than prescribed by the Rule, state how many.
Deadwood, of 2 1/2 height English Elm and — ditto. The rest of the Shifts of the Frame are good & sufficient
The Stem, and Stern Post of English Oak ditto. The Frame is well squared from First Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is do
The Deck and Hold Beams of English & German Oak The — frames are — bolted together to the Gunwale.
The Breasthooks of Iron N.B. If not, state how bolted
The Knees of Iron The Keel of Am. Elm The Butts of the Timbers are — close together; their thickness not less than 1/4 of the entire moulding at that place.
The Main piece of Rudder of English Oak of Windlass of English Oak The Frame is cross chocked with — Butt at each end of the chock. or

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Pitch Pine & English Elm
or — to the First Foothook Heads }
From the above named Height to the Light Water Mark Pitch Pine
From the Light Water Mark to the Wales Pitch Pine
The Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch Pine
The Spirketting and Plank-sheers German Oak The Water-ways { Upper Deck Pitch Pine & Oak
Lower Deck
The Decks Yellow & Pitch 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 three between, and without step-buttting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch pine Shelf Pieces and Clamps Pitch pine & German Oak
The Ceiling, Lower Hold, and between Decks Pitch pine
Fastenings.—To Hold Beams

Deck Beams Drilled & dovetailed at stuf & buttways Iron lodging knees at mast spaces
Seven pair of Iron knees riders and eleven pair of Iron hanging knees
also Iron lodging knees at main buttways beams
Number of Breasthooks Three Pointers English Oak Crutches Iron
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one bolt through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Circular
Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature John Hadfield

Surveyor's Signature W. Davidson

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	180	1 1/8	T.C. 22.15	1	18 Tons	Bowers	2	10.0 x 14	12.2 x 0.21	7 1/4	9 20
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).					
	Fore Topmast Stay Sails,	Hamper Stream Cable	90	1 1/8				Stream	1	5.0 x 0		2 3/4	
	Main Sails,	Hawser	90	4 1/2				Kedges	1	2.2 x 10		1 1/4	
	Main Top Sails,	Towlines	90	6 1/2									
	and other as req'd	Warp	80	6 1/2									
		All of good quality											

Her Standing and Running Rigging was sufficient in size and good in quality. She has one Long Boat and another

The present state of the Windlass is good Capstan good and Rudder good 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?

Scuppers and two Lock

Cargo Hatchways.—How formed? Ordinary manner State size Largest 11 x 7 feet

If of extraordinary size, state how framed and secured? Small Hatchways

What arrangement for shifting beams? None

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 11 x 7 feet

Order for Special Survey,

No. 116 Date 30th June 1870

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}

Special Survey 6th June 1870
Final Survey 22nd Jan 71

General Remarks.

This vessel is externally fastened with English Oak Treenails yellow metal bolts & dunnage to the exclusion of iron from the lower part of the keel up to the height of one-fifth the depth of hold below the upper side of the upper deck. The whole of the inside bolts with the exception of the frame bolts are of galvanized iron. The plank from the gunwale down to 1/5 below the upper side of upper deck fastened with Treenails and galvanized iron bolts.

This vessel is salted in accordance with Circular No 265 dated 26th May 1870 by which the beams salted on

John Hoodfield.

In accordance with the rules the frame of this vessel should be diagonally strapped instead of which compensation for same has been given in thickness of plating iron knee riders and one pair of diagonal straps fore and one pair aft and the ship's waterway through bolts at every timber in accordance with London letter dated 19th October 1871

M. Davidson

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

✓ Sheathed, Doubled, Felted, Yellow Metalled Now done When last done Dec-1870

I am of opinion this Vessel should be Classed 11 A-1 in 9 1/2 met 1 year for fasten & 1 year for salt

The Amount of the Entry Fee.....£ 2 : - : - is received by me,

Travelling Expenses, Special.....£ 9 : 12 : -

(if any) £ 9 : 8 : - Certificate..... : - : -

Committee's Minute 26th Jan 71 18 72

Character assigned A 1 for 11 Years

ATOP Salted

T. D. W.

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