

No. 4455 Survey held at Grimsby Date, first Survey 3rd July 73 Last Survey 31st March 1876
on the Ship "The Richard Green" Master Charles Douglass 4455

Tonnage under Tonnage Deck 406.90
Ditto of Spar Deck or Loading Deck 33.41
Ditto of Deck or Loading Deck 7.68
Ditto of Houses on Deck 2.70
Ditto of Forecastle 1.89
Gross Tonnage 452.58
Crew Space, as per Rule 15.88
Register Tonnage, as on Beam 436.70
Engine Room —
Register Tonnage, as a Steamer, cut on the Beam —

Built at Grimsby When built 1876 Launched 1st Jan 77
By whom built John Hadfield Owners Douglass & Emmett
Port belonging to London Destined Voyage Java

If Surveyed while Building, Afloat, or in Dry Dock Spent some during building, in dry dock and afloat in Royal Dock

Length as per section 39. 138 Feet 6 Inches. Extreme Breadth Outside 30 Feet 6 Inches. Depth of Hold 16 Feet 5 Inches. Number of Decks —
Length of Keel 125 Feet. Sided. IN SHIP. Moulded. Sided. Moulded. (Depth from limber-strakes to under side of lower deck beam)

Scantlings of Timber.

TIMBER AND SPACE	27 1/4	27 1/4	10 1/2	10 1/2
Foothooks	11:10	10 1/2	10 1/2	10 1/2
Ditto	9 1/2	10 1/2	10 1/2	10 1/2
Ditto	8:10	6	8 1/4	5 3/4
Timbers	10	9 1/2	7 1/2	9 9 1/2
N ^o 2 1/2 <u>four half Beams</u>	10	9 1/2	7 1/2	9 9 1/2
Beams, length amidships	28	28	13	10
N ^o 13 1/2 <u>four half Beams</u>	10	9 1/2	7 1/2	9 9 1/2
Beams, length amidships	28	28	13	10
Ditto	12 1/2	14 1/4	13	13
Ditto	6	6	6	6
Ditto	14 1/4	16	14	14
Ditto	6	6	6	6
Ditto	14 1/4	16	14	14

Outside Plank.

Garboard Strakes	5	3 3/4
Garboard to Bilge	3 3/4	3 3/4
Bilge Planks	5	3 3/4
Bilge to Wales	3 3/4	3 3/4
Wales	5	4 3/4
Topsides	5	3 3/4
Sheer Strakes	4 3/4	3 3/4
Plank Sheers	3 1/2	3 3/4
Water Upper Deck	12 x 8	9 1/2
Ways Lower Deck	12 x 6	9 1/2
Ditto, faying surface against Timbers	4 1/2	4 1/2
Upper Deck	3	3

Dimensions of Ship per Register,

length 140.9 breadth 30.5 depth 16.25

Inside Plank.

Limber Strakes	4	4 1/4
Bilge Planks	5	4 1/4
Ceiling in Flat	4	2 3/4
Ditto Bilge to Clamp	3	2 3/4
Hold Beam Clamps	5	3 3/4
Deck Beam Ditto	3	2 3/4
Ceiling 'twixt Decks	3	2 3/4
Hold Beam Shelves	8	4 1/2
Deck Beam Ditto	8	4 1/2

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

Transoms and throats of Hooks	1 1/8	1 1/8	1 1/8
Arms of Hooks	7/8	1 1/8	1 1/8
Thro' Bilge and Limber Strakes	7/8	1 1/8	1 1/8
Thickstuff over Double Floors	7/8 x 3/4	1 1/8	1 1/8
Butt End Bolts	7/8	1 1/8	1 1/8
Short Bolts in Ceiling	3	2 3/4	2 3/4
Pintles of the Rudder	3	2 3/4	2 3/4
Waterway	1 1/8	1 1/8	1 1/8
Knees	1 1/8	1 1/8	1 1/8
Shelf or Clamp	7/8	1 1/8	1 1/8
Waterway	1 1/8	1 1/8	1 1/8
Knees	1 1/8	1 1/8	1 1/8
Shelf or Clamp	7/8	1 1/8	1 1/8
Nails or Bolts in Flat of Deck	7/8	1 1/8	1 1/8
Treenails	1 1/4	1 1/4	1 1/4

bering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

Floors consist of English & German Oak The First Foothooks of English and German Oak

Second Foothooks of English & German Oak The Third Foothooks and Top Timbers of English & German Oak

Main Keelson is Pitch Pine and — free from all defects. The Shifts of the First and Second Foothooks are not less than 4 ft 5 in

Transoms, Knightheads, Hawse Timbers, & Aprons of English Oak ditto. N.B. When less than prescribed by the Rule, state how many.

wood, of English Oak and German Oak and — ditto. The rest of the Shifts of the Frame are good

Stem, and Stern Post of English & German Oak ditto. The Frame is well squared from First Foothook Heads upwards,

Deck and Hold Beams of Pitch Pine and — bolted together to the Gunwale. and well free from sap, and from thence downwards, the frame is do

Breasthooks of English Oak & Iron N.B. If not, state how bolted

Knees of English Oak & Iron The Keel of Amn Elm The Butts of the Timbers are — close together; their thickness not

Main piece of Rudder of — of Windlass of — less than 1/3 of the entire moulding at that place.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Pitch Pine & one plank off on each side of Elm

the above named Height to the Light Water Mark Pitch Pine The Frame is cross choiced with — Butt at each end of the chock.

the Light Water Mark to the Wales Pitch Pine

Wales and Black-strakes Pitch Pine The Topsides & Sheer-strakes Pitch Pine

Spirketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine & German Oak

Decks Pitch Pine State of good Lower Deck

Shifts of the Planking are not less than 5 1/2 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 fine between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine Shelf Pieces and Clamps Pitch Pine & German Oak

Ceiling, Lower Hold, and between Decks Pitch Pine

Fastenings.—To Hold Beams Iron staple lodging knees six pair iron knee riders and

six pair long iron hanging knees fitted diagonally forward & aft and

crossing Hooks

Beams Doctrained to shelf Waterway doweled, iron staple lodging knees

at mast spaces six pair iron staple standard knees over Hold Beams

knee riders and iron hanging knees to other Beams

abers of Breasthooks Iron Pointers — Crutches Iron

End Bolts are of Yellow Metal in the Bottom Three Bolts in each Butt End one both through and clenched.

Foothooks much centre line bolted through and clenched. Treenails of English Oak How Made Circular

ge and Limber Strakes are bolted through and clenched. General Quality of Workmanship Good

ckstuff over Double Floors —

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

Builder's Signature John Hadfield

Surveyor's Signature Wm 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.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain <u>Stock</u>	<u>240</u>	<u>1 1/2</u>	<u>37 1/2 tons</u>	<u>15 1/2</u>	<u>31 1/2 tons</u>	Bowers	<u>3</u>	<u>19" 0. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	<u>16 1/2</u>
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent.)	<u>Beck's</u>	<u>1 1/2</u>	<u>55 1/2 tons</u>			(State Machine where Tested, and name of Superintendent.)	<u>Beck's</u>	<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	
	Fore Topmast Stay Sails,	Dates of Certificates	<u>3 Hartness 8 Feb 75</u>					Dates of Certificates	<u>March 13. 14. 21</u>	<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	
	Main Sails,	Hamper Stream	<u>90</u>	<u>3/4</u>		<u>3/4</u>		Stream	<u>1</u>	<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	
	Main Top Sails,	Cable	<u>90</u>	<u>7</u>				Kedges	<u>3</u>	<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	
	Main Top Sails,	Hawser	<u>90</u>	<u>7</u>						<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	
	Main Top Sails,	Towlines	<u>90</u>	<u>7</u>						<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	
	Main Top Sails,	Warp	<u>90</u>	<u>7</u>						<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	
	and others as required	All of <u>good</u> quality	<u>120</u>	<u>6</u>						<u>19" 17. 2. 0</u>	<u>19" 17. 2. 0</u>	<u>18. 1. 0</u>	

Her Standing and Running Rigging good sufficient in size and good in quality. She has One Long Boat and three others

The present state of the Windlass is good Capstan 3 Iron and Rudder good Pumps Two for & Lead Pipe

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?

Ports on hinges

Cargo Hatchways.—How formed? Wood coming State size for Hatch 5 ft 3 in x 4 ft 6 in aftwd 5 ft 3 in x 4 ft 6 in

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? None required well secured with Wood lashing Pins

Hatches, themselves, whether strong and efficient? Yes Main Hatchways. State size 10 ft x 8 ft

Order for Special Survey, No. <u>134</u>	DATES of Surveys	1st. When the Frame is completed	<u>Special Survey, Sept. 11. 25. 29. Aug. 7. 18. 30. Sept. 23. Oct. 28</u>
Date <u>21st August 1876</u>	held while build-	2nd. When the Beams are put in, &c.	<u>Nov. 10. 21. 25. Dec. 1. 10. 15. 30. 1873. Jan. 5. 8. 12. 26. Feb. 21. March 2. 20</u>
Order for Ordinary Survey, No. _____	ing, as per Section	3rd. When completed, and before the plank be painted or payed	<u>April 27. May 11. 18. 21. June 1. 12. 24. July 26. August 13. 14. 19. 23. 28. 31. 1874. Oct. 2. 13. 17. Nov. 6. 13. 20. 27. Dec. 4. 11. 18. 25. 1875. Jan. 8. 15. 22. 29. Feb. 5. 12. 19. 26. 1876. March 5. 12. 19. 26. 1876. April 2. 9. 16. 23. 30. 1876. May 6. 13. 20. 27. 1876. June 3. 10. 17. 24. 1876. July 1. 8. 15. 22. 29. 1876. Aug. 5. 12. 19. 26. 1876. Sept. 2. 9. 16. 23. 30. 1876. Oct. 6. 13. 20. 27. 1876. Nov. 3. 10. 17. 24. 1876. Dec. 1. 8. 15. 22. 29. 1876.</u>
Date _____	35.		

General Remarks.

This vessel is externally fastened with English Oak Treenails Protal bolts and dunnage to the division of bow 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 bolt with the exception of the frame bolts are of Galvanized Iron. The plank from the Gunwale down to & below the top of upper deck is fastened with English Oak Treenails Galvanized iron bolts and short bolts in Butts with yellow metal.

Is also better in accordance with the Rules for additional year about 88 tons used

Mr Davidson

John Hadfield

The upper deck Waterway Deck & Hold Beam Self are through bolted at every timber and the lower deck knees extend also diagonally forward and & cross Breasthooks.

The frame of the vessel is largely composed of English Oak having originally been intended for the Builders own use, and may in my opinion be favorably considered for an additional year for United Materials.

Mr Davidson

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Yellow Metal on felt When last done Now done

I am of opinion this Vessel should be Classed NA 1 by 9 1/2 Material 1 yr fastening 1 year salting

The Amount of the Entry Fee.....£ 5 is received by me,

Travelling Expenses, Special.....£ 22. 17. 6

(if any) £ 0. 0. 0 Certificate.....

Committee's Minute 14 April 1876

Character assigned A 1 press up

to Rk 7. 1. 82

TPW

Salted

Salted at - 100 250 B

This case does not come within the scope of the United Materials Rule, but the vessel appears eligible to be classed 9 years under Table B. 1 yr for metal fastenings 1 yr for salting. NA 1. 4/4/76