

Length aloft .....	Feet. 100	Inches. —	Extreme Breadth Outside .....	Feet. 23	Inches. 8 1/2	Depth of Hold .....	Feet. 12	Inches. 6 1/2
	Sided,	IN SHIP. Moulded.	REQUIRED PER RULE. Sided. Moulded.			Thickness of Plank.		

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3  $\frac{1}{2}$  Inches.

The Floors consist of English Oak - The First Footbooks of English Oak -

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

The Shifts of the First and Second Foothooks are not less than  $\frac{1}{6} R$  N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are  $\frac{1}{16}$  of the Main Breast

The Frame is *fairly* squared from the First Foothook Heads upwards, and *fairly* free from sap, and from thence downwards, the

frame is *family Square March 26<sup>th</sup> 19*

The alternate Frames are close bolted together to the Gunwale. *Generally* N. B. If not, state how bolted.

The Butts of the Timbers are well close together; their thickness <sup>generally</sup> not less than 1/2 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is English & Noek Elm The Main Keelson is English Oak and well free from all defects.

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

and Aprons of English Oak Deadwood, of Elm & Oak as per rule and are well free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of Iron The Knees of Iron & English Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Rock Elm, Am Ash & Red Pine  
~~or to the First Footboard Head~~

From the above named Height to the Light Water Mark Dantzic Oak

From the Light Water Mark to the Wales 6 Dantzic Bal.

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

71	Shilbuton and Black sheers	English Oak	72	Upper Deck	English Oak
----	----------------------------	-------------	----	------------	-------------

The Spicketing and Plank-sheers English van — The Water-ways }  
Lower Deck \_\_\_\_\_

The Decks Yellow Pine State of New

The Shifts of the Planking are not less than 5 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-butting

**Planking Inside.**—The Limber-strakes and Bilge-strakes are 6 Vandyke Oak —

The Ceiling, Lower Hold, and between Decks Pantzer & Amer White Oak Shelf Pieces and Clamps Shelf. E Oak. Red. Pantzer

**Fastenings.**—To Hold Beams *Wide Clamps thro' Bolted. Two pairs hanging side times*

extending from Beam Arm down across Floor Ends - and double bound with

Deck Beams *Waterman* Shell fifteen pairs in lower knees and wood cots in the

in Mast Rooms Main Watertway and at the Ends of the vessel

\_\_\_\_\_

Number of Breasthooks Four iron Pointers Strap across Crutches Two iron

Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End the 1st is through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Freeboards of engines - How made as per plan

Plating of 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 *William Read* Surveyor's Signature *W. Ash*

Builder's Signature

18



Her Masts, Yards, &c. are in <sup>all new</sup> Good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .			Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	180	1 -	2	7.3.2
1	Fore Top Sails,	Hempen Stream Cable .....	75	7 1/2		7.3.0
2	Fore Topmast Stay Sails,	Hawser ..... (Chain) .....	60	3/4	1	5.1.14
1	Main Sails,	Towlines ..... (Hemp) .....	75	5 3/4		
	Main Top Sails,	Warp .....	75	4 -	2	3.0.17
and	a Complete Suit	All of <sup>our</sup> Good quality.				1.0.3

Her Standing and Running Rigging is Hemp & Wire Stay sufficient in size and Liverpool make in quality.

She has One Long Boat and one Smaller

The present state of the <sup>Purchase</sup> Windlass is New <sup>Iron Wind</sup> Capstan New Rudder New Pumps two iron New

#### 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>5<sup>th</sup> March 1864</u>
2nd. When the Beams are put in, &c.	<u>27<sup>th</sup> April</u>
3rd. { When completed, and before the plank be painted or payed }	<u>18 June</u>

This vessel was surveyed while building by myself. The frame is English Oak of good quality. The planking inside and outside are well wrought and fastened in accordance with the Rules. Bottom plank has been cut to examine the Caulking which is satisfactory. The vessel is well fitted and found in stores and is eligible to be classed in the first description of the First Class - Nine Years from 1864 -

W. Layton

Present condition of Caulking of Bottom, New Deck, do and Waterways do

If Sheathed, Doubled, Felted, or Coppered none When last done —

I am of opinion this Vessel should be Classed 9 Years A 1 from 1864

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

Special .....£ 8: 5: -

Certificate .....£ : 2: 6

Committee's Minute 28<sup>th</sup> June 1864

Character assigned A 1 for 9 Years



© 2021

Lloyd's Register  
Foundation