

No. 1279 - Survey held at Harwich Date 20th July 1863 to 22nd June 1863
on the Ship, Ormate Master George Warland English
Tonnage Old 307 Tons Built at Harwich When built 1863 Launched June 1863
By whom built John Bay Owners John Morrison
Port belonging to London Destined Voyage Harwich to China
If Surveyed while Building, Afloat, or in Dry Dock (While Building)

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.	Depth of Hold			Feet.	Inches.
	Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.		
161	7 1/2	7 1/2	7 1/2	33	33	33	33	33	33	33	33	20	20	20	8 1/2	8 1/2
Scantlings of Timber.																
Outside.																
Garboard Strakes ..	6 x 4 1/2	4														
Garboard to Bilge ..	4 1/2	4														
Bilge Planks	5	4														
Bilge to Wales ...	4 1/2	4														
Wales	5 1/2	4														
Topsides	4 1/2	4 1/2	4 1/2													
Sheer Strakes ...	4 1/2	4														
Plank Sheers	4	4														
Water-Upper Deck	12 x 11															
Ways Lower Deck	13 x 11 1/2															
Ditto, faying surface against Timbers ..	7															
Upper Deck	3 1/2	3 1/2														
Inside.																
Limber Strakes	6 x 5 1/2	4 1/2														
Bilge Planks ...	5 1/2	4 1/2														
Ceiling in Flat	3 1/2	3 1/2														
Ditto Bilge to Clamp	3 1/2	4														
Hold Beam Clamps ..	4 1/2	4 1/2														
Deck Beam Ditto ..	4	3 1/2														
Ceiling 'twixt Decks	3	2 1/2														
Hold Beam Shelves ..	12															
Deck Beam Ditto ..	12															

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

Heel-Knee, & Deadw'd abaft	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Iron in Ship.	Inches required per Rule	Hold Beam Bolts in	Waterway	Iron in Ship.	Inches required per Rule
1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16
Scarp of Keel, N° 8	1 5/16	1 5/16	Arms of Hooks	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16
Keelson Bolts through Keel at each Floor	1 5/16	1 5/16	Thro' Bilge Strakes	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16
Bolts thro' Heels of Timbers against Deadwood	1 5/16	1 5/16	Thick stuff over Double Floors	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16
			Butt End Bolts	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16
			Pintles of the Rudder	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16	1 5/16

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 6 1/2 Inches.

The Floors consist of 10 Baltic Oak, best English Oak The First Foothooks 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 1/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 1/4 of 16 main members

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

The Frames are all bolted together to the Gunwale: N. B. If not, state how bolted.

The Butts of the Timbers are well close together; their thickness not less than 1/32 of the entire moulding at that place.

The Frame is cross choiced with a Butt at each end of the choick. The Main piece of Rudder is English Oak of Windlass is English Oak

The Keel is Engl. Red Elm The Main Keelson is Greenheart & 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 Engl. Oak and are well free from all defects.

The Deck and Hold Beams of Eng. Oak, Greenheart, & Iron 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 English & Red Elm

From the above named Height to the Light Water Mark 6 Dantzig Oak

From the Light Water Mark to the Wales Iron Bark, Greenheart & English Oak at Ends

The Wales and Black-strakes are Iron Bark, Greenheart & Eng. Oak The Topsides & Sheer-strakes East India Seal & Eng. Oak

The Spirketting and Plank-sheers Greenheart, Iron Bark, & Dantzig Oak The Water-ways Upper Deck Mahogany, Red Pine & Dantzig Oak

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-buttling

Planking Inside.—The Limber-strakes and Bilge-strakes are Iron Bark, Greenheart & Oak at Ends

The Ceiling, Lower Hold, and between Decks Iron Bark & Dantzig Oak Shelf Pieces and Clamps Iron Bark & English Oak

Fastenings.—To Hold Beams Waterway & Shelf Three Bolted 22 pairs iron hanging knees

12 pairs of which are riders extending from Beam arm down across the floor ends

Iron Stanchion lodging knees in mast beams and wood lodging knees to beams at the ends

Deck Beams Waterway & Shelf Three Bolted One pair iron hanging knees to each beam

and wood lodging knees (Eng. Oak) in mast beams

Number of Breasthooks Seven iron Pointers Span iron, Wood Transom Crutches Four iron

Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End one of which is through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Spoked

Thick stuff 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 Vaux Surveyor's Signature A. Bayly

Her Masts, Yards, &c. are in ^{all new} Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms. Inches.	N ^o .	Weight.	
2	Fore Sails,	Chain	300	1 $\frac{9}{16}$	3	28.0.0	Chain
4	Fore Top Sails,	Hempen Stream Cable	75	10		27 2.7	Ancho
2	Fore Topmast Stay Sails,	Hawser Chain	90	$\frac{1}{8}$	1	28 2.10	Row
1	Main Sails,	Towlines Chain	75	8		9.3.12	Test
4	Main Top Sails,	Warp Chain	75	6			
and a double suit		All of ^{new} <u>best</u> quality. do	75	4	2	5.0.0	
						2.2.10	

Her Standing and Running Rigging is new & Hemp sufficient in size and London Make in quality.

She has One Long Boat and three other Boats (in all Four Boats)

The present state of the Windlass is purchase Capstan & Crab new Rudder new Pumps two in (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>2nd January 1864</u>
2nd. When the Beams are put in, &c.	<u>3rd August</u>
3rd. { When completed, and before the } { plank be painted or payed }	<u>11th May 1865</u>

This vessel was Specially Surveyed while Building by myself. She. Frame. Planing. and Fastenings are good in quality and in accordance with the Rules. She frame is secured Outside with 14 Pairs of diagonal plates $4\frac{1}{2}$ inches by $\frac{3}{4}$ inch. fitted and fastened as prescribed by the Rules. (Section. 39.) She Reels of the First Luthooks meet at the middle line on the keel so as to dispense with the third bolts in the Limber Strakes —

She outside Bolt fastenings from the lower part of the keel to the height of one-fifth of the depth of hold below the upper side of upper deck are Yellow Metal and the remainder of the outside bolts and inside bolts of Ceiling are Galvanized iron in accordance with Rules (Section. 46.) Bottom Plank has been cut to examine the Caulking which is satisfactory

She vessel has a Poop 54 feet in length 69 feet in depth which is efficiently and well constructed. Bottom Sheathed with Yellow Metal over felt. She is well found in stores and eligible to be classed in the first description of the First Class. Ten years from 1865

W. Saybro
Esq

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Felt When last done May 1865

I am of opinion this Vessel should be Classed 10 years A 1 from 1865

The Amount of the Fee.....£ 5: - - is received by me, *W. Saybro*

June 1865 Special£ 36: 18:

Certificate£ : : repaired

Committed Minute 23rd June 1865

Character assigned A 1 for 10 years
Reported by
W. Saybro 9/1/65
(A + C. P.)
W. Saybro



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