

Rev 21/6/66



Tonnage Gross Engine Room Register 249, 00 Built at Switzerland

Owners J. C. Little Port belonging to London Destined Voyage Rio de Janeiro

* Surveyed Afloat or in Dry Dock *S* while Building and after Launching *1*

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.
.....	106	7	23	5 1/2	13	4 1/2

	Inches in Ships.			Inches required per Rule.		
	Inches. In Ship.	16ths. In Ship.	16ths. required per Rule.	Inches. In Ship.	16ths. In Ship.	16ths. required per Rule.
Distance of Frames or Ribs from moulding edge to moulding edge, all fore and aft } <i>21</i> ✓						
Floors, Size of Angle Iron, and No. <i>Single</i> at bottom of Floor Plate.....	<i>3</i>	<i>2 1/2</i>	<i>6</i>	<i>3</i>	<i>2 1/2</i>	<i>6</i>
„ <i>and double for 1/4 ft. at middle line</i> depth and thickness of Floor Plate at mid line	„	<i>15</i>	<i>6</i>	„	<i>15</i>	<i>6</i>
„ depth and thickness of Floor Plate at Bilge Keelson	„	<i>7</i>	<i>6</i>	„	„	<i>6</i>
„ Size of Reversed Angle Iron, and No. <i>Single</i> at top of Floor Plate..	<i>2 1/2</i>	<i>2 1/4</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/4</i>	<i>5</i>
Frames, Size of Angle Iron, single or double..	<i>3</i>	<i>2 1/2</i>	<i>6</i>	<i>3</i>	<i>2 1/2</i>	<i>6</i>
„ „ Reversed Iron, if to every frame <i>and</i> or every <i>fourth</i> frame.....	<i>to top of Bilge</i>	<i>to top of Bilge</i>	„	„	„	„
Beams, Deck (N ^o . <i>26</i>) double Angle Iron, Plate, or Bulb Iron.....	„	<i>6</i>	<i>6</i>	„	<i>6</i>	<i>6</i>
„ „ double or single Angle Iron, on <i>upper</i> edge.....	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
„ „ average space between	<i>on every alternate frame</i>					
„ „ if wood (N ^o .) sided & moulded						
„ Hold, or Lower Deck (N ^o . <i>14</i>) } double Angle Iron, Plate, or Bulb Iron	„	<i>6</i>	<i>6</i>	„	<i>6</i>	<i>6</i>
„ „ double or single Angle Iron on <i>upper</i> edge.....	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>2 1/2</i>	<i>5</i>
„ „ average space between	<i>on every fourth frame</i>					
„ „ if wood (N ^o .) sided & moulded						
„ Paddle, wood, sided and moulded, or if Iron, size of Plate						
„ Engine „ „ „ „						
Keelson, single plate, box, or intercostal	„	<i>10</i>	<i>9</i>	„	<i>10</i>	<i>9</i>
„ Size of Plates						
„ Size of Angle Irons <i>double at 1/4 ft. and at bottom</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Ditto Bilge (No. <i>31</i>) <i>each side</i>	<i>3</i>	<i>3</i>	<i>6</i>	<i>3</i>	<i>3</i>	<i>6</i>
Stem, if bar iron, moulding and thickness	<i>6 1/2 x 2</i>	„	<i>6 1/2 x 2</i>	„	„	„
„ if plate iron, breadth and thickness	„	„	„	„	„	„
Stern-post, if bar iron, moulding and thickness	<i>6 1/2 x 2</i>	„	<i>6 1/2 x 2</i>	„	„	„
„ „ if plate iron, breadth and thickness	„	„	„	„	„	„
Keel, if bar iron, depth and thickness.....	<i>6 1/2 x 2</i>	„	<i>6 1/2 x 2</i>	„	„	„
„ if plate iron, breadth and thickness	„	„	„	„	„	„
Garboard Plates, Description of Iron.						
Breadth and thickness	<i>26</i>	<i>9</i>	<i>24</i>	<i>9</i>		
From Garboard to upper part of Bilge.....	„	<i>11</i>	„	<i>11</i>		
From upper part of Bilge to Sheerstrakes.....	„	<i>7</i>	„	<i>7</i>		
Sheerstrakes, Breadth and thickness	<i>26 1/2</i>	<i>11</i>	<i>24</i>	<i>11</i>		
Butt Straps to outside plating, Breadth and thickness	„	<i>11 1/2</i>	<i>24</i>	<i>11 1/2</i>		
Plankbores						
Gunwale Plate or Stringer on ends of Up. Dk Beams)	„	<i>10</i>	<i>6</i>	<i>10</i>	<i>6</i>	
Angle Iron on ditto.....	<i>3 x 3</i>	<i>6</i>	<i>3 x 3</i>	<i>6</i>		
Diagonal Tie Plates on Beams	<i>9</i>	<i>6</i>	<i>9</i>	<i>6</i>		
Waterway	<i>Quarter Yellow Pine</i>	<i>3</i>	„	<i>2 1/2</i>	„	
Deck.....	<i>2</i>	„	„	„		
Ceiling in Hold	<i>Bottom</i>					
Ceiling betwixt Decks						
Beam Clamps or Spirketting Shelf						
„ Stringer Plates on ends of Hold or Lower Dk Beams)	„	<i>15</i>	<i>6</i>	<i>18 1/2</i>	<i>6</i>	
Ceiling between Decks						
Stringer or Tie Plates outside Hatchways	<i>double angle iron</i>	<i>3 x 3</i>	<i>6</i>	„		
Deck Beam Clamps or Spirketting						
„ „ Shelf						
Stringers in Hold						
Deck, Lower						
Deck, Upper, how fastened to Beams <i>with nut and screw bolts</i>						
Bulkheads, N ^o . <i>One</i> Thickness of <i>5/16</i>						

Transoms, material One of iron or, if none, in what manner compensated for.

Knight-heads, and Hawse Timbers Iron

The Frames or Ribs extend in one length from Keel to Cumwale rivetted through plates with ($\frac{3}{4}$ in.) rivets, about ($6\frac{1}{2}$) apart.

The reverse angle irons on the floors extend ^{are same} ~~in one length~~ across the middle line from _____ to top of Bridges on every frame

" " " on the frames " " " from and to The Curvator on every fourth frame

Keelson, how are the various lengths of plates ^{and} or angle irons connected? *double angle iron at top and bottom properly shifted, and butt straps*

Plates, Garboard, double ~~or single~~ rivetted to keel & at upper edge, with rivets ($1 \times \frac{5}{16}$ ins.) diameter averaging ($\frac{3 \frac{1}{4}}{4}$ in.) from centre to centre of rivet.

„ Edges from Garboards to upper part of bilge, worked ~~carvel~~ with a lining piece (~~in.~~) thick, or clencher, double ~~or single~~ rivetted ; rivets ($\frac{3}{4}$ in.)

Butts from Keel to turn of bilge marked square with a lining piece (9×11) thick double or single rivetted: rivets $(\frac{3}{4})$ in diameter

Butts from Keel to turn of bidge, worked carvel with a lining piece ($\frac{7 \times 0}{16}$) thick, double ~~or single~~ rivetted, rivets ($\frac{1}{4}$ in.) diameter, averaging ($\frac{1}{2}$ ins.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? *Yes*

Edges from bilge to sheerstrake, worked ~~cargel~~ with a lining piece () thick, or clencher, ~~double~~ or single rivetted; rivets ($\frac{1}{2}$ in.) diameter,

averaging (1 in.) from centre to centre of rivets. Do the lining pieces lap over and rivet through the lands of the strake below? No

„ Edge of Sheerstrake, double ~~or single~~ rivetted? *Double*

Butts from bilge to planksheers, worked carvel with a lining piece ($\frac{7}{16}$) thick, double ~~or single~~ rivetted; rivets ($\frac{3}{4}$ in.) diameter

averaging ($\frac{3}{4}$ ins.) from centre to centre of rivets. Breadth of laps in double rivetting ($4\frac{1}{4}$) Breadth of laps in single rivetting ($2\frac{3}{4}$)

Butt Straps of Keelsons, Stringer and Tie Plates, double ~~or single~~ rivetted? Double

Plank shear, how secured to the plating of the sides { Explain by sketch } *With angle iron*

Waterway " " planksheer and to the Beams if necessary.

Deck Beams, how secured to the side? *With bracket ends pivoted to the frames*

Hold or Lower Deck " The same as above

Paddle

No. of breasthooks Three crutches Three how are pointers compensated? With stringer plates across the middle line

What description of iron is used for the angle iron and plate iron in the vessel? Hotblown Iron Builder's Signature

The angle iron manufactured by Hopkins Middleboro

The plates in "Whitham of seeds"



1K0M439-0402-

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five times the diameter of the rivets in double rivetted edges and butts, and at least three times the diameter of the rivets where single rivetting is admitted? *Yes*

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*

Do the fillings between the ribs and plates fill in solid with single pieces, or are they in short lengths of various thicknesses? *Solid with single pieces*

Do the holes for rivetting plate to frames, lining pieces, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *They are*

Are there any rivets which either break into or have been put through the seams or butts of the plating? *Very few*

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.
		<i>Tested to 20.7.2.0</i>			<i>Tested to 9.11.2.7</i>		
2	Fore Sails,	Chain	180	1 1/16	Bower,	3	17.1.9
2	Fore Top Sails,	Hempen Stream Cable	75	4 1/2			18.2.2
2	Fore Topmast Stay Sails,	Hawser <i>Chain</i>	60	1 1/16	Stream,	1	13.0.7
1	Main Sails,	Towlines	75	7 1/2			
1	Main Top Sails,	Warp	75	3	Kedge,	1	11.2.0
	and <i>others as usual</i>	All of <i>good</i> quality.					

Her Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality.

She has *One* Long Boat and *One other*

The present state of the Windlass is *fair* Capstan *Winch* and Rudder *Y* Pumps *2 Iron good*

General Remarks, Statement and Date of Repairs, extent of corrosion (if any) both internally and externally, and condition of rivets.

DATES of Surveys held while building, as per Section 17.	1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>Built under Special Survey from 12th Mar. 1866 to the present date.</i>
	2nd.	On the plating during the progress of rivetting	
	3rd.	When the beams were in and fastened, and before the decks were laid	
	4th.	When the ship was complete, and before the plating was finally coated	
	5th.	After the ship was launched	

The fore & main lower masts and the bowsprit are of Iron, see sketch attached.

The testing certificates of Anchors and chain cables have been produced, issued from the Sunderland public testing machine and signed by W. J. Thompson

James Sibson

In what manner are the surfaces preserved from oxidation? *By cement inside to the bolts, and in all other parts with Paint*

I am of opinion this Vessel should be classed *A 1*

Thomas Lawrence

The amount of the Fee£ 3 : " : " is received by me,

Order Recd. 18/67 date Feb. 23/66 Special£ 62 : 9 : "

Certificate (if required)£ " : " : "

Committee's Minute *22nd June* 1866

Character assigned *A 1*

This Vessel appears eligible for the Class recommended above



Lloyd's Register Foundation