

Recd. 17/11/76
Survey November 9 1876

Master — Bond

Built at Newcastle
When built 1870 Launched Sep 27
By whom built Messrs C. M. Palmer & Co. Ld
Owners Messrs Clanks & Co.
Port belonging to London
Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock
While building

Dimensions of Ship per Register, length, 223.5 breadth, 28.1 depth, 17.95

	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths required per Rule.
Flat Keel Plates, breadth and thickness	32	11	30	10 for 90A
Plates in Garboard Strakes, breadth and thickness ..		10		9
Do. from Garboard to upper part of Bilges ..				
Do. of doubling at Bilge, or increased thick- ness, and length applied				
Do. from upper part of Bilge to lower edge of Sheerstrake		9x8		8
Do. Sheerstrake, breadth and thickness	36	12	30	12
Do. of doubling at Sheerstrake, and length applied				
Butt Straps to outside plating, breadth and thickness	8 1/2	12x8	9 3/4	13x8
Lengths of Plating		5 spaces	of frames	
Shifts of Plating, and Stringers		2 spaces	of frames	
Gunwale Plate on ends of Lunning, or Spar				
Deck Beams, breadth and thickness				
Angle Iron on ditto				
Tie Plates (fore and aft), outside Hatchways ..				
Diagonal Tie Plates on Beams (No. of Pairs,)				
Planksheer material and scantling				
Waterways do. do.				
Flat of Deck do. do.				
How fastened to Beams				
Stringer Plate on ends of Upper or Middle Deck } Beams, breadth and thickness	38 1/2	9	31	10
Angle Irons on ditto (No. 2)	5x4	x 8	5x3 1/2	x 7
Tie Plates, outside Hatchways	10 1/2	9	10 1/2	9
Diagonal Tie Plates on Beams (No. of pairs, 4)	10 1/2	9	10 1/2	9
Waterways materials and scantlings	iron gutter			
Flat of Deck do. do.	3 1/2	x Pine	3 3/4	
How fastened to Beams	by nut and screw bolts			
Stringer Plates on ends of Lower Deck or Orlop } Beams	23 1/2	9	23	8
Angle Irons on ditto (No. one)	5x4	x P	3 1/2 x 3 1/2	x P
Stringer or Tie Plates, outside Hatchways	5x4	x 8	3 1/2 x 3 1/2	x 8
Flat of Deck				
Ceiling betwixt Decks, thickness and material ..	2 1/2	battens		
Do. in hold do. do.	2 1/2	Red Pine, doubled with hard wood in way of hatchways		
Clamps or Spirketting				
Main piece of Rudder, diameter at head	5 1/2	x	5 1/4	
Do. do. at heel	3 1/2	x	3	
(Can the Rudder be unshipped afloat? Yes)				

Manufacturer's name or trade mark, *Palmer & Co.*

Surveyor's

Lloyd's Register
Foundation

1R0N447-0254

Are the butts of plating planed or otherwise fitted? Planed
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 single pieces
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? fairly so and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? yes
Are there any rivets which either break into or have been put through the seams or butts of the plating? a few

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit

84489100

	Number for equipment	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.	Wght req'd per Rule.	Test req'd per Rule.
SAILS.	15,235	240	17/16	37.4.0.0	15/16	34.0.0.0	Bowers	3	18.2.16	19.13.0.14	16.3.0	10.0.0.0
Fore Sails,		90	7/8		15/16		(State Machine where Tested, and name of Superintendent.)					
Fore Top Sails,		90	9		9		Lloyd's Reg. R. Bunell Supt.					
Fore Topmast Stay Sails		90	6		5 1/2		with LK					
Main Sails,		90	5x3x4				Stream A.	1	7.3.14		7.0.0	
Main Top Sails,		90					with LK					
Warp							Kedges ...	2	4.0.23		3.2.0	
All of <u>good</u> quality.									2.0.10		1.3.0	

Her Standing and Running Rigging heave sufficient in size and good in quality. She has 1 life Boat and 2 others
The present state of the Windlass is good Capstan good and Rudder good Pumps good and sufficient
Engine Room Skylights.—How constructed? Solid Teak & bulleyes How secured in ordinary weather? bolted down
What arrangements are there for deadlights in such for bad weather? carpaulins &c
Coal Bunker Openings.—How constructed? cast iron cornings How are lids secured? nut & screw bolts How high above deck? 6"
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? five ports and three mooring-pipes on each side
Cargo Hatchways.—How formed? iron cornings (Shut down) riveted to bolting State size Fore 17x9 Mizzen 17x9
If of extraordinary size, state how framed and secured? ordinary size
What arrangement for shifting beams? Round iron Bar (2 1/2) with two nut and a screw bolt at each end
Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 10' 0" x 9' 0"

Order for Special Survey No. 700 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
Date 1 June 1870 Surveys held 2nd. On the plating during the progress of riveting
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented
No. 239 in builder's yard. Section 18. 5th. After the ship was launched and equipped

General Remarks, This vessel, and the sister vessel No 260 now completing, were designed to be classed on the B grade; but at the request of the Owner I have reported upon her with a view to her being classed on the numeral system. On comparing the scantlings &c of this vessel with the requirements of the Rules for the 100 A grade the deficiencies appear to be slight: they are as follow—The main beam, and deck are slightly below the requirements, the butt straps of upper deck stringer plate, and of three strakes at bilges for 1/2 length should be 16 thicker and triple riveted, the lower deck stringer plate is not attached to the skin plating, and two strakes of side plating are to thin. On the other hand the excesses are very considerable, and consist in the keel, stem, stowport, frames, and spacing of frames, floor plates, middle line keelson angles, beam angles, upper and lower deck stringers and angles, and rudder. In addition to all this she has an extra double angle iron stringer in hold, and is fitted with a water ballast tank extending for a length of 120 feet amidships, top plating 5/16, and the main sheer strakes are triple riveted from poop to forecabin. Weighing all the considerations in this case, it appears to me to be due to the favourable consideration of the Committee.
In what manner are the surfaces preserved from oxidation? Inside oil and cement paint Outside paint and composition

I am of opinion this Vessel should be Classed as determined upon by the Committee
The amount of the Entry Fee£ 5: .. is received by me,
Travelling Expenses (if any)£ ..
Special£ 43: 6: ..
Certificate£ ..

Committee's Minute 18th November 1870
Character assigned 100 A 1
N. J. Reed
Lloyd's Register Foundation