

Rev 26/12/61 17334

No. 17334 Survey held at Liverpool Date March 8 to 24 Decr 1861
 on the Barque Lato Master Martin W. Barber
 Old 512 4/4 Tonnage New 472 2/8 Built at Liverpool When built 1861 Launched Nov 7, 1861
 By whom built Lato, Miller & Co Owners Blythe Brothers
 Port belonging to Liverpool Destined Voyage Calcutta
 If Surveyed while Building, Afloat, or in Dry Dock constantly while building

Length aloft	Feet. Inches.	Extreme Breadth Outside	Feet. Inches.	Depth of Hold	Feet. Inches.				
Scantlings of Timber.		Required per Rule.		Thickness of Plank.					
TIMBER AND SPACE	Sided, IN SHIP. Moulded.	Middle. Ends.	Sided, Middle. Ends.	OUTSIDE.	INCHES. Required per Rule.	INSIDE.	INCHES. Required per Rule.		
Floors	12 1/2 14	--	12 1/4 12 1/2	Garboard Strakes ..	4	3 3/4	Limber Strakes	4	4
1 st Foothooks	10 3/4 11	--	10 1/2 10 1/2	Garboard to Bilge ..	4	3 3/4	Bilge Planks	4 1/2	4
2 nd Ditto	9 3/4 10 1/2	--	9 1/2 --	Bilge Planks	4	3 3/4	Ceiling in Flat	3	2 1/2
3 rd Ditto	8 3/4 --	--	8 1/2 --	Bilge to Wales	4	3 3/4	Ditto Bilge to Clamp ..	3	3
Top Timbers	8 3/4 5 1/2	6 1/2 5 1/2	7 1/2 6	Wales	5	5	Hold Beam Clamps ..	4 1/2	4 1/2
Deck { N ^o 31 Average Space } Beams { 3 feet 10 }	8 9 7 1/4 8 1/2 8 1/2 7 1/4	--	--	Topsides	4	4	Deck Beam Ditto ..	4	4
Deck Beams, length amidships	25 1/2 feet	--	--	Sheer Strakes	4	4	Ceiling 'twixt Decks	2 1/2 - 3 1/2	2 1/2
Hold { N ^o 21 Average Space } Beams { 6 feet }	12 1/2 12 1/2 10 1/2 12 12 10	--	--	Plank Sheers	4	3 3/4	Hold Beam Shelves ..	1 1/2	--
Hold Beams, length amidships	26 feet	--	--	Water-Upper Deck Ways { Lower Deck }	10 1/2	6	Deck Beam Ditto ..	--	--
Keel	14 16	--	13 1/2 13 1/2	Ditto, faying surface against Timbers ..	6 1/2	6			
Scarps of Ditto	6 feet	--	5 feet 9 in	Upper Deck	3 1/2	3			
Keelsons	15 1/2 19	--	14 1/2 14 1/2						
Scarps of Ditto	8 1/2 feet	--	6 feet 9 in						

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

Copper	Iron	Inches in Ship.	Inches required per Rule.	Copper	Iron	Inches in Ship.	Inches required per Rule.
Heel-Knee, and Deadwood abaft	1 1/4	1 1/4	Transoms and throats of Hooks ..	1 1/2	1 1/2	Waterway ..	
Scarps of Keel	N ^o 8	15 1/16 15 1/16	Arms of Hooks	1	1 1/16	Knees	3 1/2 - 1 1/2 1 1/2 - 1 1/2
Keelson Bolts through Keel at each Floor	1 1/2 1/8		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7 1/8 13 1/16		Shelf or Clamp	3 1/2 - 1 1/2 1 1/2 - 1 1/2
Bolts through Heels of Timbers against Deadwood	1	7 1/8	Butt End Bolts	13 1/16 13 1/16		Waterway ..	
			Pintles of the Rudder	3 3		Knees	7 - 15
						Shelf or Clamp	7 - 15
						Nails or Bolts in Flat of Deck	7 1/2 - 15
						Treenails	1 1/4 - 1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is $2 \frac{1}{2}$ Inches. The Space between the Top-Timbers is 4 Inches.

The Floors consist of 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 4 feet

N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are in proportion

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

The alternate Frames are all bolted together to the Gunwale.

N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than $\frac{1}{3}$ of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock.

The Main piece of Rudder is English oak

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is English oak

The Stem, and Stern Post, consist of English oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English oak Deadwood, of Elm, and are free from all defects.

The Deck and Hold Beams consist of English oak The Breasthooks of English oak The Knees of English oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, or to the First Foothook Heads, the Plank is Rock Elm

From the above named Height to the Light Water Mark Greenheart

From the Light Water Mark to the Wales Greenheart

The Wales and Black-strokes are Greenheart

The Topsides Greenheart + English oak

The Sheer-strokes and Plank-shears Greenheart + English oak

The Water-ways { Upper Deck Greenheart + English oak
Lower Deck

The Decks Yellow Pine

State of Good

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 3 & 4 between, and without step-butting

Planking Inside.—The Limber-strokes and Bilge-strokes are Greenheart

The Ceiling, Lower Hold, and between Decks Greenheart Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams Shelf and wood & iron used for lodging & hanging knees, there are 16 pairs of the latter.

Deck Beams broad and from ~~width~~ ^{width} lodging & hanging knees, 18 of the latter are hanging, including 5 to the 1/2 Poop.

Number of Breasthooks 4 Pointers one pair Crutches & Hooks aft, 4 of English oak

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes yellow metal bolted through and clenched. Treenails of ^{iron} English How Made Engine turned

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Heavy

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

Builder's Signature Cato Miller & Co

Surveyor's Signature



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

Nº.	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,
	and well found in other Sails

CABLES, &c.

	test furnished	Fathoms.	Inches.
Chain Admiralty	341	12	16
"	75	78	
Hempen Stream Cable	75	9	
Hawser	91	7	
Towlines	-	-	
Warp	91	5	
All of Good quality.			

ANCHORS, and their weights.

Nº.	Weight.
3	21-2-4 R. 130 18-3-0 L. 130 18-2-0 S. 130
1	7-3-20
2	3-3-0 1-2-0

Her Standing and Running Rigging were sufficient in size and Good in quality.

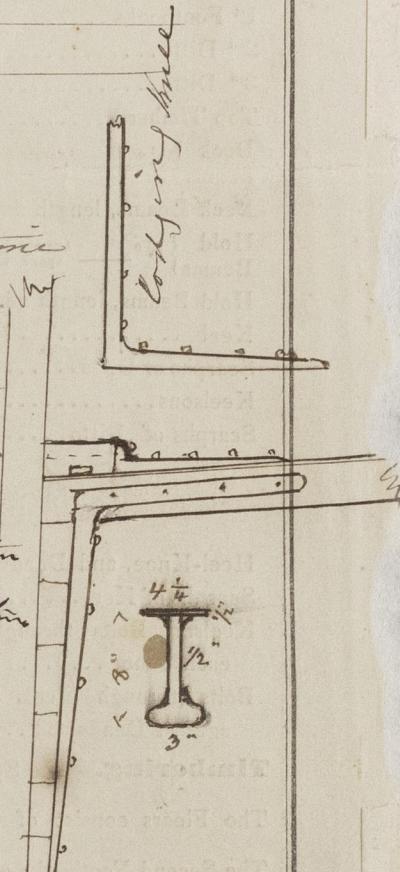
She has one Long Boat and two others

The present state of the Windlass is Good Capstan Winch Good Rudder Good Pumps Good

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
2nd. When the Beams are put in, &c.
3rd. { When completed, and before the plank be painted or payed } Survey during the whole time of building

These are outside (on the frame) 11 pairs of iron plates $4\frac{1}{2} \times 1\frac{1}{2}$, extending from the lower binding down to the floor heads. She has also 12 of the hold beams, of iron, as shown by sketch. Pices have been cut out of the bottom planks, in accordance with the Rules, for the examination of the caulking, which was found to be Good. The materials, workmanship, and outfit are of the best description.



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

If Sheathed, Doubled, Felted, or Coppered yellow metal in fill When last done present time

I am of opinion this Vessel should be Classed 13 A 1

The Amount of the Fee £ 5: " : " is received by me,

Special £ 23: 12: - 24/12/1861

Certificate £ gratis

Hope

W. J.

Committee's Minute 27th Dec^r 1861

Character assigned

A 1 for 13 Years
part Iron frames



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Foundation