

No. 18712 Survey held at Liverpool Date 1st Feb 2 to 5th May 1871/2
on the Barge Manda Master Davies
Old Built at Liverpool When built 1864 Launched 24th March
Tonnage New 240.16 By whom built Robinson Owners Wilkinson & Co
Port belonging to Liverpool Destined Voyage Cape of Good Hope
Surveyed while Building, Afloat, or in Dry Dock on the blocks and afloat

Length aloft 121 Feet. Extreme Breadth Outside 24 Feet. Depth of Hold 12 Feet.
Inches. Inches. Inches. Inches. Inches. Inches.
IN SHIP. REQUIRED PER RULE. IN SHIP. REQUIRED PER RULE. IN SHIP. REQUIRED PER RULE.

Scantlings of Timber.						Thickness of Plank.					
Timber and Space						Outside.					
Floors						Garboard Strakes					
1st Foothooks						Garboard to Bilge					
2nd Ditto						Bilge Planks					
3rd Ditto						Bilge to Wales					
Top Timbers						Wales					
Deck } N° 20 Average } 4 feet 6						Topsides					
Beams } Space }						Sheer Strakes					
Deck Beams, length amidships						Plank Sheers					
Hold } None Average }						Water } Upper Deck					
Beams } Space }						Ways } Lower Deck					
Hold Beams, length amidships						Ditto, faying surface					
Keel						against Timbers					
Scarp of Ditto						Upper Deck					
Keelsons											
Scarp of Ditto											

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

Copper or Y.M. in Ship.			Iron in Ship.			Inches required per Rule.			Copper or Y.M. in Ship.			Iron in Ship.			Inches required per Rule.		
Heel-Knee, & Deadw'd abaft			1 1/8			1			Transoms and throats of Hooks			1 1/8			1 1/8		
Scarp of Keel, N° 8			7/8			3/4			Arms of Hooks			7/8			3/4		
Keelson Bolts through Keel			1 1/8			1 1/4			Thro' Bilge & Limber Strakes			1			1 1/4		
at each Floor			1 1/8			1 1/4			Thickstuff over Double Floors			7/8			1 1/4		
Bolts thro' Heels of Timbers			7/8			1 1/4			Butt End Bolts			7/8			1 1/4		
against Deadwood			7/8			1 1/4			Pintles of the Rudder			7/8			1 1/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 9 Inches. The Space between the Top-Timbers is 9 1/2 Inches.

The Floors consist of Birch The First Foothooks of None

The Second Foothooks of None The Third Foothooks and Top Timbers of Red pine

The Shifts of the First and Second Foothooks are not less than the first & second for hook B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are in one length

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

frame is well squared

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

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

The Frame is all dovetailed at the floor heads checked with Butt at each end of the check. The Main piece of Rudder is English oak of Windlass is English oak

The Keel is Rock Elm The Main Keelson is Greenheart and all 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 English oak and are all free from all defects,

The Deck and Hold Beams of Red pine The Breasthooks of Iron The Knees of Iron

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 Birch & Red pine

From the above named Height to the Light Water Mark Red pine

From the Light Water Mark to the Wales Red pine

The Wales and Black-strakes are Red pine The Topsides & Sheer-strakes Red pine

The Spirketting and Plank-sheers Red pine The Water-ways Upper Deck Red pine

The Decks Yellow pine Lower Deck None

The Shifts of the Planking are not less than 6 Feet 6 Inches. State of good

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 B. Many between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Red pine

The Ceiling, Lower Hold, and between Decks Red pine Shelf Pieces and Clamps Red pine

Fastenings.—To Hold Beams None

Deck Beams Double iron lodging knees in the Mast rooms and 30 Pairs of iron

Hanging knees

Number of Breasthooks Three Pointers one Pair Crutches 3 Hooks off

Butt End Bolts are of Iron in the Bottom: one Bolts in each Butt End through and clenched. Short bolts

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Hackmatack How Made pinned

Thickstuff over Double Floors Iron 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 J. M. Robinson Surveyor's Signature J. M. Robinson

Lloyd's Register

Foundation

LVI 584-0333

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.

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

Chain
Hempen Stream Cable
Hawser
Towlines
Warp
All of good quality.

Fathoms. Inches.
210 1 1/4
90 7 1/2
90 5 1/2
" "
90 4 1/2

Bower,
Stream,
Kedge,

N^o. Weight.
3 13-1-18
13-3-14
13-2-18
/ 5-6-26
2 2-1-16
6-3-8

Her Standing and Running Rigging is well fitted & sufficient in size and good in quality.

She has one Long Boat and olly boat

The present state of the Windlass is good Capstan winch Rudder and 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 }

Frequently surveyed while Building

This vessel is built similar to the Barge "Jeff Davis"
No 18372. Built at Liverpool 1863. The caulking has been examined
by having pieces cut out of the planking and found good.
Has 210 fathoms inch Chain Proved to 28th tons
One anchor 13-1-18 Proved to 12 tons 10 cut
One do 13-3-14 Proved to 12 tons 18 cut
One do 13-2-18 Proved to 12 tons 15 cut
Stream do 5-0-26, Kedge 2-1-16 one do 6-3-8
see works above

Grates built of
Turkish steel

The vessel is diagonally planked from the bilge up to the lower part of
the keel and from the bilge inside up to the deck clump worked
opposite. Has seven pairs of iron vertical knees at the floor heads
and bilges all well fastened Butt & bilge bolts of galvanized iron as also
the bolts in iron knees

Present condition of Caulking of Bottom, good

Deck, good

and Waterways good

If Sheathed, Doubled, Felted, or Coppered none on hull

When last done Present time

I am of opinion this Vessel should be Classed A 1

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

Special£ 12: " : " 5/64 per

Certificate£ Gratis

Committee's Minute Spd 18 May 1864

Character assigned A 1 for 7 years

Fla L

Built under Sp. Survey



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Foundation