

No. 19096 Survey held at Liverpool Date July 28<sup>th</sup> Recd 14/12/09 Nov 23 1864  
on the BK Ungene Master Goob  
Tonnage Old Built at Liverpool When built 1864 Launched 15<sup>th</sup> Dec 1864  
By whom built John Robinson Owners G H Wilkinson  
Port belonging to Liverpool Destined Voyage Africa  
If Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Length aloft			Extreme Breadth Outside			Depth of Hold		
139			26			12 9		
Feet			Inches			Feet		
IN SHIP			REQUIRED PER RULE			Thickness of Plank		
Sided, Moulded, Middle, Ends			Sided, Moulded, Middle, Ends			Inches, Required per Rule		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes ..			Limber Strakes ....		
Floors	9	9 1/2	23	9 1/2	9 1/2	3	3 1/4	
1 <sup>st</sup> Foothooks	—	—	—	—	—	3	3 1/4	
2 <sup>nd</sup> Ditto	—	—	—	—	—	3	2 1/2	
3 <sup>rd</sup> Ditto	—	—	—	—	—	3	2 1/2	
Top Timbers	8 1/2	10 1/2 - 8 1/2	7	8 1/4	8 1/4	3 1/4	2 1/2	
Deck } N <sup>o</sup> 24 Average Space 4 ft 6 in to 2 ft 10 in	—	—	—	—	—	3 1/2	—	
Beams } (Double Beams)	—	—	—	—	—	3 1/2	—	
Deck Beams, length amidships	23	6	—	—	—	3	—	
Hold } N <sup>o</sup> — Average Space —	—	—	—	—	—	6	—	
Beams }	—	—	—	—	—	—	—	
Hold Beams, length amidships	—	—	—	—	—	—	—	
Keel	12	13	11 1/4	11 1/4	—	—	—	
Scarphs of Ditto	7 1/4	—	5 1/4	—	—	—	—	
Keelsons	14 1/2	14 1/2	12 1/4	12 1/4	—	—	—	
Scarphs of Ditto	4 x 4	—	5 x 6	—	—	—	—	

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

Heel-Knee, & Deadw'd abaft			Bolts thro' Heels of Timbers against Deadwood			Hold Beam Bolts in		
1 1/8			12/16			15/16		
1 1/8			13/16			13/16		
16/16			15/16			11/16		
12/16			12/16			2 1/2		
Scarphs of Keel, N <sup>o</sup> 10			Arms of Hooks			Deck Beam Bolts in		
1 1/8			7/8			15/16		
16/16			7/8			11/16		
12/16			2 1/2			1 1/2		
Keelson Bolts through Keel at each Floor			Butt End Bolts			Nails or Bolts in Flat of Deck		
16/16			12/16			1 1/2		
12/16			2 1/2			1 1/2		
Bolts thro' Heels of Timbers against Deadwood			Pintles of the Rudder			Treenails		
12/16			2 1/2			1 1/2		
12/16			2 1/2			1 1/2		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 8 1/2 Inches. The Space between the Top-Timbers is 8 Inches.

The Floors consist of Birch and Hackmatack The First Foothooks of None.

The Second Foothooks of None

The Third Foothooks and Top Timbers of Hackmatack & Redpine after dry oak at after cant timbers.

The Shifts of the First and Second Foothooks are not less than

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

The rest of the Shifts of the Frame are 4 Cab timber aft 3 ft 7 in to 4 ft Shift

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

The Frame are 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 full size of the entire moulding at that place.

The Frame is shipped with Butt end each end of the block. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is Am R Elm The Main Keelson is Greenheart and apply free from all defects.

The Stem, and Stern Post of Eng Oak The Gunwales, Knight Heads, Hawse Timbers, and Aprons of Eng Oak & Greenheart Deadwood, of Lower Pine Birch 9 in deep and are apply free from all defects.

The Deck and NM Beams of Redpine The Breasthooks of Iron & Eng Oak The Knees of Eng Oak & Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table all the flat of bottom only the Plank is Redpine, Am R Elm & Birch.

From the above named Height to the Light Water Mark Redpine

From the Light Water Mark to the Wales Redpine

The Wales and Black-strakes are Redpine The Topsides & Sheer-strakes Redpine

The Spirketting and Plank-sheers Redpine The Water-ways { Upper Deck Redpine Lower Deck Redpine

The Decks Yellow & Redpine State of Good

The Shifts of the Planking are not less than 6 to 10 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 & more between, and without step-butting

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Redpine & Greenheart

The Ceiling, Lower Hold, and between Decks Redpine Shelf Redpine Clamps Redpine

**Fastenings.**—To Hold Beams None

Deck Beams 22 Pairs of hanging Timbers, 3 Pairs of double lodging knees (Iron) in Wake of Mast, Beam End dovetailed into Clamps & Waterways. Two Iron Bars 1 1/2 in thick from side to side clenched on Iron plate outside the timbers before working the Sheerstrakes.

Number of Breasthooks one Eng Oak & 3 Iron Pointers None Crutches Two of Iron

Butt End Bolts are of Yellow Metal in the Bottom: 4 Bolts in each Butt End are through and clenched.

Bilge and Limber Strakes of Metal bolted through and clenched. Treenails of Hackmatack How Made Turned.

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 Robinson

Surveyor's Signature Senhouse Masthead

LIV 584-0360

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

Public Lists No 130-131

She has SAILS.

"Lipton Moving Machine"

ANCHORS, and their weights.

No.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

CABLES, &c.

Prime 22 tons, 18 but.

Chain .....

Hempen Stream Cable .....

Hawser .....

Towlines .....

Warp .....

All of good quality.

Fathoms.

Inches.

Mursey 24 pound

Bower, .....

Stream, .....

Kedge, .....

No.

Weight.

3

12-2-8

3

13-0-24

1

4-3-21

2

12-1-15

11-1-11

Shan

22-4

12-9

10-1

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Long Boat and olly boat

The present state of the Windlass is good Capstan good Rudder good Pumps 2 of Metal

### General Remarks and Statement and Date of Repairs, if any

DATES of Surveys held while building, as per Section 35.

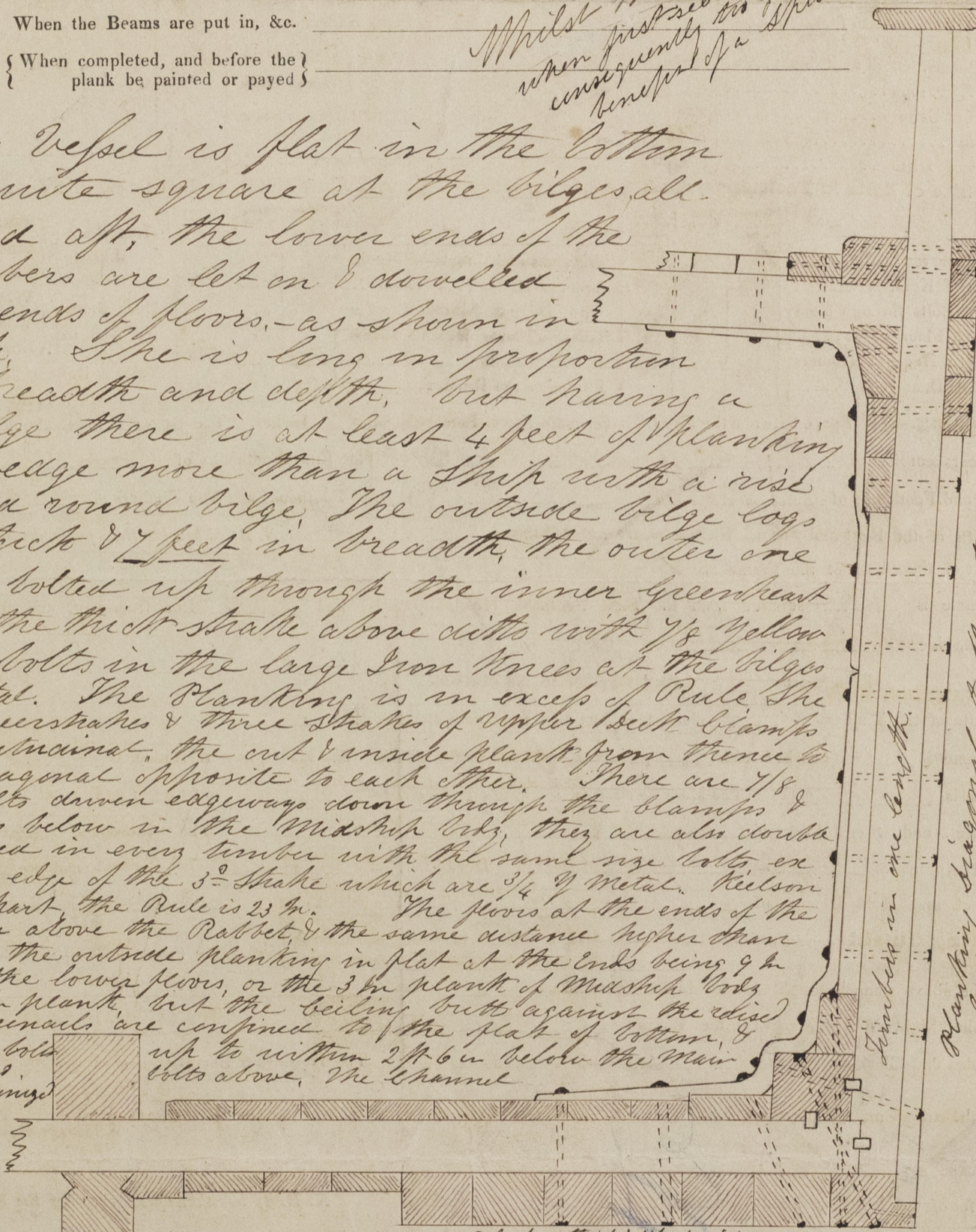
1st. When the Frame is completed

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the plank be painted or payed }

Whilst building, when first seen, consequently his benefit of a special survey.

This vessel is flat in the bottom and quite square at the bilges all fore and aft, the lower ends of the side timbers are let on & dovetailed into the ends of floors, - as shown in the sketch. She is long in proportion to her breadth and depth, but having a square bilge there is at least 4 feet of planking directly on edge more than a ship with a rise of floor and round bilge. The outside bilge logs are 9 in thick & 7 feet in breadth, the outer one being well bolted up through the inner greenheart bilge log & the thick stake above ditto with  $\frac{7}{8}$  yellow Metal. The bolts in the large Iron knees at the bilges are  $1\frac{1}{2}$  of Metal. The planking is in excess of Rule. She has three sheerstake & three stakes of upper deck clamps wrought longitudinal, the cut & inside plank from thence to the bilges diagonal opposite to each other. There are  $\frac{7}{8}$  galvanized bolts driven edgewise down through the clamps & the two stakes below in the midship body, they are also double through fastened in every timber with the same size bolts except the lower edge of the 3<sup>rd</sup> stake which are  $\frac{3}{4}$  of Metal. Keelson bolts are 17 in apart. The Rule is 23 in. The floors at the ends of the ship are 6 in above the rabbet & the same distance higher than the other floors, the outside planking in flat at the ends being 9 in thick overlap the lower floors, or the 3 in plank of midship body overlap the 9 in plank, but the ceiling butt against the side floors. The treenails are confined to the flat of bottom, & yellow Metal bolts up to within 2 ft 6 in below the main bolts above. The channel bolts are also galvanized.



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

If Sheathed, Doubled, Felted, or Coppered 7 Metal on felt When last done Present time

I am of opinion this Vessel should be Classed 9 A. Subject to the Committee approval

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

Special .....£ 12 : 12 : " 7/12/64 Rhu

Certificate .....£ " : 5 : "

Committee's Minute Spent 9<sup>th</sup> December 1864

Character assigned A 1 for 9 years - Flat: Part diagonal plank - 1 A + C P

I believe the Committee have already allowed Birch floors all fore & aft in this build of vessels for the 7 years grade, in other respects her materials are 7 years & upwards. The yellow Metal & galvanized Iron bolts above the bilge in lieu of treenails 2 years additional. The latter bolts 2 ft 6 in below main & 10 ft of Metal below 11 ft 6 in.