

# STEAM VESSELS.

7084

No. \_\_\_\_\_ Port of London Date Nov-22<sup>nd</sup> 1880  
 Survey of the Steam Ship Neptune Master Birmingham  
 Tonnage 621 By whom built Juan Williams & Co Where built London  
 When built 1837 Owners Genl Steam Nav Comp Port belonging to London  
 Destined Voyage Service to Hamburg  
 Surveyed at in Dry Dock Blackwall Yard

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Outside.		Inside.	
Length of Keel	117	5	Depth of Hold	17	4	Bottom	4
Rake of Stem	8	4	Lower Hold	11	3	Bilge Planks	3
D <sup>o</sup> of Stern Post	1	0	Between Decks	4	6	Spencings	6
Extreme Breadth	27	0			Wales	6	4
Power of Engines	2 of 120 horses power					Top-sides	3
						Lower Deck Clamps	
						Upper Deck Clamps	2
						Shear Strake	4
						Plank Shears	4
							Shelf Pieces to both ends of the lower deck shelves, let over the top-sides & joined to the timbers

Scantling of Timber.				
	Inches.	Solid Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each	11	13	13	Oak
Floors in the middle	11	13	13	Oak
1 <sup>st</sup> Footboards	11	13	13	Oak
2 <sup>nd</sup> Footboards	10	13	13	Oak
3 <sup>rd</sup> Footboards	9	13	13	Oak
Top Timbers	9	13	13	Oak
Deck Beams - Middle	9	13	13	Oak
Deck Beams - Knee	9	13	13	Oak
Lower Deck Beams - Middle	9	13	13	Oak
Lower Deck Beams - Knee	9	13	13	Oak
Paddle Beams	13	13	13	Oak
Main Kelson	13	13	13	Oak
Engine and Boiler Sleepers	4	4	4	Oak

Masts, Yards, &c.			
	Feet.	Inches.	Quality of Wood.
Bowsprit	11	11	Oak
Foremast	11	11	Oak
Main Mast	11	11	Oak
Mizen Mast	11	11	Oak

**Sails.**

Is generally well found in } 2 Sails  
 Sails, or otherwise.

Cables, Cordage, &c.			
	Fathoms.	Inches.	
Cables, <u>Iron</u>	110	1 1/2	} good
D <sup>o</sup> Iron	110	1 1/2	
Hawser	90	7	
Towlines	90	6	
1 <sup>st</sup> Warp	90	6	
2 <sup>nd</sup> D <sup>o</sup>	90	6	

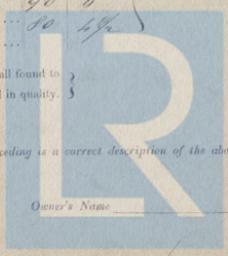
Standing and Running Rigging is all found to be sufficient in size, and good in quality.

Anchors.		Boats.	
No.	Description.	No.	Description.
2	Bower	2	Quartern boats 23 feet
1	Stream	1	Sally boat 17
1	Kedge		all in very good condition

We certify that the preceding is a correct description of the above-named Vessel and Stores.

Owner's Name \_\_\_\_\_

Surveyor's Name \_\_\_\_\_



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**SURVEYOR'S REMARKS.**

7084 *Iron* - *board heels united together with iron bolts*

**Timbering.**

The Quality, Squaring, and Workmanship. } *All frames etc of English Oak of the best quality, they are generally well squared; the workmanship (I mean the joinery) about the same as is usually performed in Blackwall yard.*

**Engine Room.**

Floors filled in solid to the floor heads, or to what place. } *The floors and cant timbers are filled in with caulked, braced oak, and run about one foot above the floor head with Red pine or Turkey fir -*

Arrangement of Sleepers. } *2 One each side, about 80 feet long each*

**Planking.**

Outside and Inside Quality, Edging, and Workmanship. } *Of the best African and English Oak plank to light water mark, below which is Red Elm well edged, all the planking consists of English or African Oak, below the upper deck the Runners and fore-and-aft timbers of fir. (Turkey).*

**Fastenings.**

Iron or Copper, and Date when done. } *The rigging is entirely Copper fastened to the hull.*

Butt Bolts through and clenched, or otherwise. } *The Butt bolts (one in each bolt) are through and clenched, and the Bolts through are through bolted.*

If diagonally trussed, or otherwise. } *Iron trusses, set into the timbers whole ends in thick splashed along masts etc & extending to support fore and aft, with a ball in every timber & wood knifed from the stem of the Bolts.*

If Sheathed, Coppered, Doubled, Felled. } *felled & Coppered to the hull*

**Repairs.**

*All the present work, shipped to Copper along the Ship, caulked the Bottom felled (Bonnards), & Redipped;*

General Observations and Opinion as required by the Instructions. } *The Ship is in very good condition, and stands firm at the deck fastenings, and in the Engine Room. She has not gone down over the Engine Room (which are protected by the covers) & also has few shrouds. She is fit for the safe conveyance of her cargo, and to avoid from all parts of the world, and in my Opinion should be classed of A. The Captain will allow more*

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

Committee Minute *26th Dec 1832*

Character assigned *A 1*

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