

# STEAM VESSELS.

7084

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

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Outside.		Inside.	
Length of Keel	47	5	Depth of Hold	17	4	Ceiling	none
Rake of Stem	8	4	Lower Hold	11	Bilge Planks	3	4
D <sup>o</sup> of Stern Post	1	0	Between Decks	4	Spencings	3	4
Extreme Breadth	27	0			Wales	3	4
Power of Engines	2 of 100 horse power each				Topsides	3	4
					Lower Deck Clamps		
					Upper Deck Clamps	2	4
					Shear Strake	3	4
					Plank Shears	4	
					Shelf Pieces to both ends 6		
					The fore and aft shelves, 10 ft. over the		
					trunking & stayed to the timbers		
Scantling of Timber.				Decks.			
Timber and Space, each		13		Thickness		5	
Floors in the middle		11		Water Ways		5	
1 <sup>st</sup> Footboards		10					
2 <sup>nd</sup> Footboards		9					
3 <sup>rd</sup> Footboards		9					
Top Timbers		9					
Deck Beams		9					
Knees		9					
Lower Deck Beams		9					
Knees		9					
Paddle Beams		13					
Main Keelson		13					
Engine and Boiler Sleepers		4					

## Masts, Yards, &c.

	Quality of Wood	Length, &c.
Bowsprit	10	
Foremast	10	
Main Mast	10	
Mizen Mast	10	

## Cables, Cordage, &c.

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

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

## Sails.

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

## Anchors.

No.	
2	Bower
1	Stream
1	Kedge

## Boats.

Number and Description.  
 2 Quarter boats 23 ft  
 1 Sloop boat 17 ft  
 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 *Jan. Board heels united together with iron bolts*

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

*All frames made of English Oak of the best quality, the  
generally well squared, the workmanship (I cannot  
say much about, as I superintended the Building of the  
Vessel) about the same as is usually performed in  
Blackwall yards.*

## Engine Room.

Floors filled in solid  
to the floor heads,  
or to what place.

*The floors and cant timbers are filled in solid &  
caulked, brided & out, and run about one foot  
above the floor heads 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.

*Off the Best African and English Oak Plank to  
light water mark, below which is Best Elm  
well edged, all the planking inside of English  
or African Oak, below the upper deck. The Rudder  
and fore-and-aft timbers of fir. (Santp.)*

## Fastenings.

Iron or Copper, and  
Date when done.

*The rigging is entirely Copper fastened to the  
timbers.*

Butt Bolts through  
and clenched, or  
otherwise.

*The Butt bolts (one in each bolt) are through and  
clenched, and the Bolts & Struts are through & clenched.*

If diagonally trussed,  
or otherwise.

*Iron trusses, set into the timbers which were 1/2 thick  
& extended along the ship's side & extending to support the  
mast, with a bolt in every timber & wood trusses  
from the turn of the Bolts.*

If Sheathed,  
Coppered,  
Doubled,  
Felled.

*felled & Coppered to the back*

## Repairs.

*All the Present work. Shipped the Copper  
Hanging the Ship, caulked the Bottom  
felled (Bonnivales) & Re-lapfend.*

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.  
The two Red pine beams over the Engine Room  
(which are preferred by the Owners) & also two for the  
the is fit for the safe conveyance of the ship's hull cargo  
to and from all parts of the world and in my  
Opinion should be classed 1st. The Owner will  
allowing more*

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

Committee Minute *26th Decr 1830*

Character assigned

*1st*

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