

# STEAM VESSELS.

No. \_\_\_\_\_ Port of London Date Feb. 17<sup>th</sup> 1881  
 Survey of the Penus Master Murphy  
 Tonnage 232 By whom built Evans Where built London  
 When built \_\_\_\_\_ Owners G. S. Har. & Co. Port belonging to London  
 Destined Voyage London to Calais  
 Surveyed Afloat or in Dry Dock Afloat

## Dimensions.

Length of Keel.....	Feet. _____ Inches. _____	Depth of Hold.....	Feet. _____ Inches. _____
Rake of Stem.....		Lower Hold.....	
D° of Stern Post.....		Between Decks.....	
Extreme Breadth.....			
Power of Engines.....			

## Scantling of Timber.

	Inches.	Sided Inches.	Modded Inches.	Sort of Wood.
Timber and Space, each.....	12			
Floors in the middle.....	7	7 1/2		English Oak
1 <sup>st</sup> Foothooks.....	7	8 1/2		"
2 <sup>nd</sup> Foothooks.....	6	5 1/2		"
3 <sup>rd</sup> Foothooks.....	6	4 1/2		"
Top Timbers.....	6 1/2	5 1/2		"
Deck Beams.....	6	6		"
.....Knees.....	wood & horn			
Lower Deck Beams.....	middle. Cabin			each only
.....Knees.....				
Paddle Beams.....	12	12		Red Oak
Main Kelson.....	16	12		African
Engine and Boiler Sleepers.....	No. 4	Length. 12	Sided 12	Modded 20
				Sort of Wood. African

## Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Bottom.....	2 3/4	Ceiling.....	2 3/4
Bilge Planks.....	4	Bilge Planks.....	3 1/2
Spongings.....	4	Lower Deck Clamps.....	
Wales.....	4	Upper Deck Clamps.....	2 3/4
Topsides.....	2 1/2	Shelf Pieces.....	4
Shear Strake.....	2 3/4		
Plank Shears.....	2 3/4		

## Decks.

Thickness.	Inches.	Water Ways.	Inches.
	2 1/2		4

## Bolts.

	Inches.		Inches.
Heel-Knee, and Dead Wood.....	1 1/2	Butt Bolts.....	1 1/2
Scarphs of the Keel.....		Lower Deck Beam Bolts.....	
Kelson Bolts.....	1 1/2	Hooks forward at throat.....	1 1/2
Sleeper Bolts.....	1 1/2	Hooks forward at arms.....	1 1/2
Bolts thro' the Bilge and Foot.....	1 1/2	Transoms.....	1 1/2
Waling.....	1 1/2	Lower Pintle of the Rudder.....	

## Masts, Yards, &c.

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

## Sails.

Is generally well found in }  
 Sails, or otherwise. } One sail in good condition

## Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....		
D° Iron.....		
Hawser.....		
Towlines.....		
1 <sup>st</sup> Warp.....		
2 <sup>nd</sup> D°.....		

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

all in good condition

## Anchor.

No. \_\_\_\_\_  
 Bower  
 Stream  
 Kedge

## Boats.

Number and Description.

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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7252 For SURVEYOR'S REMARKS.

**Timbering.**

The Quality,  
Squaring, and  
Workmanship.

The timber a large portion of which is exposed are in very good condition well squared and well workmanlike good

**Engine Room.**

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

The bessel is filled in solid up to the floor heads & caulked outside & in -

Arrangement of  
Sleepers.

2 sleepers on each side nearly the whole length of the bessel -

**Planking.**

Outside and Inside  
Quality, Edging,  
and Workmanship.

3 1/2" dandy deal bottom -  
4 2" English deals, 3 1/2" then strakes  
2 1/2" for side

**Fastenings.**

Iron or Copper, and  
Date when done.

all iron fastened

Butt Bolts through  
and clenched, or  
otherwise.

Generally through & clenched

If diagonally trussed  
or otherwise.

Trussed with iron plates, & 3" dandy for ceiling -

If Sheathed,  
Coppered,  
Doubled,  
Felled.

**Repairs:**

The bessel has had large repairs at different periods, the then strakes have the appearance of having been shifted, the sides are nearly new -

General Observations  
and Opinion as  
required by the  
Instructions.

At the present time, took up the platforms before & abate the paddle boxes, & thoroughly examined the then strakes made them good; caulked from the bottom up. Planchers & stowage, felled 2 pair of heavy knees, clamped 1 beam in engine room, and repaired 1 side, felled 1 new runner. The bessel appears in a very fair sound state, the frame timbers which were last perfectly good, she is in my opinion fit to carry a very large and should be clasped A1

The Amount of the Fee, "£ 1 : - : is received by me.

Committee Minute 2nd March 1891

Character assigned A111

Special 2nd March

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