

STEAM VESSELS.

8951

No. _____ Port of London Date July 25 1862
 Survey of the Courtesy of Lordale Steer Master Francis
 Tonnage 621 By whom built Wm. & A. Riggall & Co. Where built London
 When built 1836 Owners J. & A. Company Port belonging to London
 Destined Voyage Hamburg
 Surveyed Afloat or in Dry Dock Afloat

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel	47 8	Depth of Hold	17 6	Bottom	4	Ceiling	
Rake of Stem	5 6	Lower Hold	11 0	Bilge Planks	3 1/2	Bilge Planks	4 1/2
D° of Stern Post		Between Decks	6 6	Sponcings	None	Lower Deck Clamps	None
Extreme Breadth	27 0			Wales	4 1/2	Upper Deck Clamps	2 1/2
Power of Engines				Top-sides	2 3/4	Shelf Pieces	both ends 6 1/2
				Shear Strake	1 1/2		
				Plank Shears	1 1/2		
Scantling of Timber.							
	Inches.	Sifted Inches.	Meas'd Inches.	Sort of Wood.			
Timber and Space, each	2 1/2	2 1/2			The lower ends of shells are covered the thickness of planks against the timbers.		
Floors in the middle	13	13					
1 st Footboards	11	11	1 1/2	English oak			
2 nd Footboards	10	10	1 1/2				
3 rd Footboards	9	9	1 1/2				
Top Timbers	9	9	1 1/2				
Deck Beams	9	9	1 1/2				
Lower Deck Beams	9	9	1 1/2				
Lower Deck Beams	9	9	1 1/2				
Main Kelson	13	13	1 1/2				
Engine and Boiler Sleepers	No. 14	Length 20	Sifted 15	Meas'd 15	Sort of Wood. African Oak		

Masts, Yards, &c.		
	Quality of Wood.	Length, &c.
Bowsprit	Red	
Foremast	Red	20
Main Mast	Red	20
Mizen Mast	Red	20

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

Cables, Cordage, &c.		
	Fathoms.	Inches.
Cables, Hemp		
D° Iron		
Hawser		
Towlines		
1 st Warp		
2 nd D°		

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

Anchors.		Boats.	
No.		Number and Description.	
	Bower		
	Stream		
	Kedge		
		2 Bower boats	
		1 Jolly boat	
		in 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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8951
SURVEYOR'S REMARKS.

Timbering:

The Quality,
Squaring, and
Workmanship.

All frames, square head sheels, dovetails
The frames of English Oak of the best quality
Generally well squared.

Engine Room.

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

Double floors filled in solid with Pine
caulked inside & outside to the turn of the
Bilge & extend the whole length of the Ship.

Arrangement of
Sleepers.

2 on each side about 30 feet in length

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Seboards straight for, Bottom to about 4 feet all over
all the rest of English & African Oak ~~to the light part~~
of the best quality well edged, & free
from defects, all well wrought & sheered

Fastenings.

Iron or Copper, and
Date when done.

Half to each deck, Iron Nails: Splice bedding brass
Copper to the water

Butt Bolts through
and clenched, or
otherwise.

Butt Bolts & Bilge bolts square to
the Rudder & clenched

If diagonally trussed,
or otherwise.

Iron diagonal plates extending from the Deck
clamps to the head floor head, all into & bolts thro
every timber, averaging about 12 feet apart from
stem to stern frame, & 12 inch diagonal plank
transvers crossing the Iron plates, backing
on the Bilge Plank & under the Deck Clamps -
Pelted & Coppered 1856

If Sheathed,
Coppered,
Doubled,
Felted.

Repairs.

Recently - 3 additional Lower deck beams
in the after hold. (between Ems)
& 10 Pair of long Riggers (repacked) 3 Rows only
new. The coal bunkers being full.

General Observations
and Opinion as
required by the
Instructions.

The Ship is in a very firm and sound
state, when she can be examined; fit to
carry any perishable cargo to & from all parts
of the world & should in my opinion be classed
the longest period the Rules will allow (12A)

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

Committee Minute

29th July

1852

Character assigned

A 1 p 12 11/12

