

No. 18378 Survey held at London Date 28 Oct 1852 title's Dec 1853
 on the M.S. "Northfleet" Master H. Punter
 Tonnage Old 825 Built at Northfleet When built 1852 & 53
 By whom built William Pitcher Owners Sancetol Gent
 Port belonging to London Destined Voyage New Zealand
 If Surveyed while Building, Afloat, or in Dry Dock while building & afloat

Length aloft 130 Feet. Inches. Extreme Breadth 32 1/4 Depth of Hold 20 11

Scantlings of Timber.		Thickness of Plank.	
Room and Space	Feet. Inches.	Feet. Inches.	Feet. Inches.
Floors..... sided	14	Moulded	15
1st Footbooks.....	12 1/2	"	12
2nd Ditto.....	11 1/2	"	11 1/4
3rd Ditto.....	10 1/2	"	10
Top Timbers.....	5 1/2	"	6
Deck Beams N ^o 32 (average space)	9 1/2	"	10
Hold Beams N ^o 30 (average space)	13	"	13
Keel.....	15	"	15
Keelsons.....	16	"	16
Scarpas of Ditto.....	14 1/2	"	16

Outside.		Inside.	
	Inches.		Inches.
Keel to Bilge.....	14	Limber Strakes.....	5
Bilge Planks.....	14	Bilge Planks.....	5 1/2
Bilge to Wales.....	14	Ceiling in Flat.....	2 1/2
Wales.....	6 of 52	Ditto Bilge to Clamp.....	3 1/2
Short Hoods.....	4	Hold Beam Clamps.....	2 1/2
Topsides.....	3 1/2	Deck Beam Ditto.....	2 1/2
Sheer Strakes.....	4 1/2	Ceiling 'twixt Decks.....	2 1/2
Plank Sheers.....	4	Hold Beam Shifts.....	1 1/2
Water-Ways.....	3 1/2	Deck Beam Ditto.....	2 1/2
Upper Deck.....	3 1/2		
Lower Deck.....	3		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Bolts.	Iron Bolts.		Copper Bolts.	Iron Bolts.
Heel-Knee, and Deadwood abaft	1 1/2	2	Transoms and throats of Hooks	1 1/2	2
Scarpas of Keel..... N ^o 8	1 1/2	2	Arms of Hooks	1 1/2	2
Floor Timber Bolts	1 1/2	2	Bolts thro' Bilge & Limber Strakes	1 1/2	2
Keelson ditto	1 1/2	2	Butt End Bolts	1 1/2	2

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of English Oak The First Footbooks of English Oak Timber. The Second Footbooks of English Oak The Third Footbooks of English Oak The Top Timbers of English Oak. The Shifts of the first and second Footbooks are not less than 4 ft 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 ft 8 in. The Frame is well squared from the first Footbook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared. The 3 Frames are all bolted together to the Ganwale. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is Crop choked with a — Butt at each end of the chock. The Main Keelson is — and free from all defects. The False Keelson is None. The Deck Beams consist of Teak The Hold Beams of English Oak The Knees of Very

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Quebec Oak Clew. From the above named Height to the Light Water Mark East India Teak. From the Light Water Mark to the Wales East India Teak. The Wales and Bilge-strakes are East India Teak. The Topsides E. I. Teak. The Sheer-strakes East India Teak and Plank-sheers Teak. The Water-ways Teak. The Decks Yellow Pine lower & Teak for State of good. The Shifts of the Planking are not less than 5 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 None between

Planking Inside.—The Limber-strakes are East India Teak the Bilge Planks E. I. Teak. The Ceiling, Lower Hold, East India Teak between Decks East India Teak. The Shelf Pieces Teak Clamps East India Teak

Fastenings.—To Hold Beams Drilled to shell & waterways and 31 Pairs of Lugs Iron Hanging Nicks. Deck Beams Drilled to shell and waterways and 28 Pairs of Iron Hanging Nicks. Number of Breasthooks Eight Iron Pointers None Crutches None. Butt End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of None How Made —. General Quality of Workmanship Very good all yellow metal bolts

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature

Surveyor's Signature

W. Pitcher

LOIN 633-0337

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

18398 Lon

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.	Inches.		N ^o .	Weight.
<u>two</u>	Fore Sails,	Chain	300 1 3/4	Bower,	<u>two</u> <u>Regatta</u> <u>two</u>	2 35 lb
<u>Suits</u>	Fore Top Sails,	Hempen Stream Cable	120 11	<u>two</u> <u>Porter</u>	1	35 lb
	Fore Topmast Stay Sails,	Hawser	120 8 1/2	Stream,	1	15 lb
<u>New</u>	Main Sails,	Towlines	120 7 1/2	Kedge,	1	4 lb
<u>Sails</u>	Main Top Sails,	Warp	120 5		1	2 lb
and		All of <u>good</u> quality.				

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

She has one Long Boat and four others

The present state of the Windlass is Patent Capstan two Rudder good Pumps 2 belly two bottom two trapezoidal

General Remarks—Statement and Date of Repairs.

This ship has been built under special survey of the Under-Surveyor. — Top gallant fore castle planked outside with inside with East India Teak beams teak & makeingy sided 7 x 8 planked 7 x 8 secured with iron hoops. Poop Clamp 6 Teak Shiverstake 5 Teak, Ceiling 2 1/2 Battens for beams 7 x 7 Teak & makeingy secured with iron hanging knees — built with an elliptical formed stern with three transoms of iron and two of wood with two iron knees stern supports with two type bolts of 1 3/8 diam.

The frame of this ship is of the best English oak timber, well framed, and all the outside planks from the belly up, and all the ceiling is of East India Teak, entirely fastened with yellow metal bolts from keel to gunwale & also the nails of the deck are copper to the entire exclusion of iron or brass nails, one half of the bolts being thro and clenches. The proportions — form — workmanship and materials — fittings & stores of this ship are all of the best description.

If Sheathed, Doubled, Felted, or Coppered on plank bottom When last done July 1855

I am of opinion this Vessel should be Classed 14 years

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

Special£ 11 : 15 : -

Certificate (if required)£ : 10 : -

Committee's Minute 9th Aug 1855

Character assigned 14/1

J. H. H. H. H.
Lloyd's Register
Foundation