

No. 20667 Survey held at London Date 29<sup>th</sup> October 1867  
on the Barque "Admiral" Master Glendinning  
Tonnage Old 215 Built at Dunkerque When built 1841 Launched 1841  
By whom built Glendinning Owners Glendinning  
Port belonging to Cape Town Destined Voyage Cape  
If Surveyed while Building, Afloat, or in Dry Dock Crope Ways on Blocks

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Inches.	Required as pr Rule	In Ship.	pr Rule		Inches.	Required pr Rule	In Ship.	Required pr Rule		Inches.	Required pr Rule		
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	19 1/2	21 1/2												
Floors	7 1/2	8 3/4	11		8 3/4									
1st Foothooks	7	7 1/4												
2nd Ditto		6 1/2			6 1/2	6 1/2								
3rd Ditto		6			6		5							
Top Timbers														
Deck Beams	N <sup>o</sup> 20 Average Space } 2 ft - 6 in 29	9	8 3/4	8	7 1/2	8 3/4	7 1/4							
Deck Beams, length amidships	26 ft													
Hold Beams	N <sup>o</sup> 7 Average Space } 7 feet	9	11 1/4	9	9	11 1/4	9 1/2							
Hold Beams, length amidships	24 ft													
Keel	10 1/2	10 3/4	12		10 3/4									
Scarphs of Ditto	5 ft 6 in				11 3/4									
Keelsons	16	11 3/4	16		11 3/4									
Scarphs of Ditto	5 ft 3 in				5 ft 3 in									
<b>Feetings distinguishing whether Copper or Iron: also of Treennails</b>														
<b>Outside.</b>														
Garboard Strakes	3 1/2	2 3/4												
Garboard to Bilge	3 1/2	2 3/4												
Bilge Planks	3 1/2	2 3/4												
Bilge to Wales	3 1/2	2 3/4												
Wales	3 3/4	4 1/4												
Topsides	2 1/2	3 1/4												
Sheer Strakes	3 1/2	3 1/4												
Plank Sheers	4	2 3/4												
Water - Upper Deck	10 1/2	5												
Ways - Lower Deck														
Upper Deck	2 3/4	2 1/2												
<b>Inside.</b>														
Lumber Strakes			3		3 1/4									
Bilge Planks	4		12 1/2	3 1/2	3 1/4									
Ceiling in Flat			3		2 1/4									
Ditto Bilge to Clamp			3		2 1/4									
Hold Beam Clamps			3 1/2		3 1/4									
Deck Beam Ditto			3		2 1/2									
Ceiling 'twixt Decks			2 1/2		2									
Hold Beam Shells														
Deck Beam Ditto			12 x 9		8 3/4 x 8									

Heel-Knee, and Deadwood abaft	Feet.		Inches.		Transoms and throats of Hooks	Feet.		Inches.		Hold Beam Bolts in	Feet.		Inches.	
	Inches.	Required per Rule	Inches.	Required per Rule		Inches.	Required per Rule	Inches.	Required per Rule		Inches.	Required per Rule	Inches.	Required per Rule
Scarp of Keel	1				1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	Waterway	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>
Keelson Bolts through Keel at each Floor	7 <sup>1</sup> / <sub>8</sub>				1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	Shelf or Clamp	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>
Bolts through Heels of Timbers against Deadwood	7 <sup>1</sup> / <sub>8</sub>				1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	Deck Beam Bolts in	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>
	7 <sup>1</sup> / <sub>8</sub>				1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	Waterway	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>
	7 <sup>1</sup> / <sub>8</sub>				1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	Shelf or Clamp	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>
	7 <sup>1</sup> / <sub>8</sub>				1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	Nails or Bolts in Flat of Deck	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>
	7 <sup>1</sup> / <sub>8</sub>				1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	Treenails	1 <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>8</sub>	3 <sup>1</sup> / <sub>4</sub>	3 <sup>1</sup> / <sub>4</sub>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 5 Inches. The Space between the Top-Timbers is 6<sup>1</sup>/<sub>2</sub> Inches.

The Floors consist of French Oak The First Foothooks of the same Timber.

The Second Foothooks of the same The Third Foothooks and Top Timbers of the same

The Shifts of the First and Second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen

The Frame is well squared from the First Foothook Heads upwards, and is free from sap, and from thence downwards, the

frame is well squared where seen

The alternate Frames are all bolted together to the Gunwale. where seen N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than full of the entire moulding at that place.

The Frame is choked with Butt at each end of the chock. The Main piece of Rudder is French Oak

The Main Keelson is French oak and is free from all defects. The Main piece of Windlass is African Oak

The Stem, and Stern Post, consist of French Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of French Oak & African Oak Deadwood, of French Oak and are free from all defects.

The Deck and Hold Beams consist of French & Baltic Oak & Beak The Breasthooks of French Oak The Knees of Oak & Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is French Oak  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark the same

From the Light Water Mark to the Wales French Oak

The Wales and Black-strakes are the same The Topsides Pitch Pine

The Sheer-strakes and Plank-sheers French Oak & E. I. Teak The Water-ways { Upper Deck E. I. Teak

The Decks Pine State of good Lower Deck

The Shifts of the Planking are not less than 4 Feet 6 Inches. N. B. If less than prescribed by the Rule, state whether general

or partial, and if partial, in what part of the Ship. partial and at the end of the ship The Planking is wrought three between, and without step-buttling.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are French Oak

The Ceiling, Lower Hold, and between Decks the same Shelf Pieces and Clamps the same

**Fastenings.**—To Hold Beams Iron Lodging Knives and 4 pairs of diagonal hanging

Knives fastened with Copper and Yellow Metal.

Deck Beams Waterway and shelf and 7 pairs of diagonal hanging Knives

Number of Breasthooks 3 of French Oak Pointers 1 pair of French Oak Crutches 1 of Iron

Butts End Bolts are of Copper & G. M. in the Bottom, and one Bolt in each Butt End through and clenched.

Bilges and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made circular

Thickstuff over Double Floors none bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature W. J. B. B. B. Surveyor's Signature W. J. B. B. B.

LON 637-0356



20667 *Kon*  
Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
<i>2 full suits</i>	Fore Sails,	Chain .....	<i>120</i> } <i>1 1/4</i>	Bower, .....	<i>3</i> { <i>17.0.0</i>
	Fore Top Sails,	Hempen Stream Cable .....	<i>90</i> } <i>7</i>	Stream, .....	<i>1</i> { <i>15.0.0</i>
	Fore Topmast Stay Sails,	Hawser .....		Kedge, .....	<i>2</i> { <i>14.0.0</i>
	Main Sails,	Towlines .....	<i>90</i> } <i>5 1/2</i>		
	Main Top Sails,	Warp .....	<i>90</i> } <i>4</i>		
and		All of <u>good</u> quality.			

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

She has a new Long Boat and a shuff

The present state of the Windlass is patent Capstan Winch good Rudder good Pumps 2 of wood

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. 1st. When the Frame is completed \_\_\_\_\_  
2nd. When the Beams are put in, &c. \_\_\_\_\_  
3rd. { When completed, and before the }  
      { plank be painted or payed } \_\_\_\_\_

*Now done; a listing out out all fore and aft above turn of bilge to examine the Frame. (Rule Sec 57) - and scraped bright from waterway seam to light mark all trenails and bolts driven out for inspection as p Rule Sec 60. A strake of Wals on each side and 5 after hoods on the port buttock renewed with Dantzic Oak. - 2 Hold beams added of Dantzic Oak & pitch pine, upper and lower deck fastenings all renewed the former with Iron and the latter with Yellow Metal. Bilges fastened as p Rule Sec 46. with Yellow Metal (the first futthooks meeting at the center line the limber - strakes are not required to be through bolted). Retrenailed from sheerstrakes to lower part of bilges. Rescaulked from plank sheers to keel and the C. Metal sheathing renewed on Felt -*

*This vessel has now been specially surveyed "in strict accordance with the Rules Sections 57 & 60. The Timbers of the Frame (exposed by the listing and planks removed) were found to be remarkably sound and the vessel throughout good condition - She is now in a good and efficient state fit for the conveyance of dry and perishable cargoes to and from all parts of the world and is eligible in our opinion to be classed as below*

*Thos. W. Wain*

Present condition of Caulking of Bottom, new Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Felt When last done now

I am of opinion this Vessel should be Classed \*A 1 and marked SS 1856.

The Amount of the Fee.....£ 3 : - : - is received by me,

Special .....£ 5 : 5 : - } *H*

Certificate .....£ : 5 : - }

Committee's Minute 31 October 1856

Character assigned A. 1 Asterisk

S. S. 5th = 5 Years

*Thos. W. Wain*

*H. J. Boulds*



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