

No. 643 Survey held at LONDON Date Jan 24 1860 to June 28 1860
on the Ship Stemow Master Ca. Light
Tonnage Old 1425 Built at LONDON When built 1860 Launched 8th of May 1860
By whom built Mr. Green Owners Mr. Green
Port belonging to LONDON Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock On the building slip and a dry dock.

Length aloft				Extreme Breadth Outside				Depth of Hold			
Feet				Feet				Feet			
214				38				22			
Inches				Inches				Inches			
14				10 1/2				10 1/2			
IN SHIP				REQUIRED PER RULE				REQUIRED PER RULE			
Sided, Moulded.				Sided, Moulded.				Sided, Moulded.			
Middle. Ends.				Middle. Ends.				Middle. Ends.			
No.				No.				No.			
Scantlings of Timber.				Outside.				Inside.			
TIMBER AND SPACE				Garboard Strakes ..				Limber Strakes			
Floors..... <u>Double</u>				Garboard to Bilge ..				Bilge Planks			
1st Foothooks.....				Bilge Planks				Ceiling in Flat 3 Strakes			
2nd Ditto.....				Bilge to Wales				Ditto Bilge to Clamp			
3rd Ditto.....				Wales				Hold Beam Clamps..			
Top Timbers				Topsides				Deck Beam Ditto ..			
Deck } N° 38 Average } 3 1/2				Sheer Strakes				Ceiling 'twixt Decks			
Beams } Space } 10				Plank Sheers				Hold Beam Shelves ..			
Deck Beams, length amidships				Water-Upper Deck				Deck Beam Ditto ..			
Hold } N° 38 Average } 3 1/2				Ways Lower Deck							
Beams } Space } 10				Ditto, faying, surface							
Hold Beams, length amidships				Upper Deck							
Keel											
Scarp of Ditto.....											
Keelsons.....											
Scarp of Ditto.....											

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.							
Copper or Y.M. in Ship.				Iron in Ship.			
Inches required per Rule				Inches required per Rule			
Heel-Knee, & Deadw'd abaft				Transoms and throats of Hooks			
Scarp of Keel, N° 8 and 9				Arms of Hooks			
Keelson Bolts through Keel				Thro' Bilge & Limber Strakes			
at each Floor				Thickstuff over Double Floors			
Bolts thro' Heels of Timbers				Butt End Bolts			
against Deadwood				Pintles of the Rudder.....			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 3 Inches.
The Floors consist of English Oak The First Foothooks of English Oak
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak
The Shifts of the First and Second Foothooks are not less than 6 inches N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are about 5 1/2

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.
The ~~stern~~ Frames are from keel bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is choked with a Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak
The Keel is Rock & Eng. Elm The Main Keelson are of Green heart and are free from all defects.
The Stem, and Stern Post of English Oak The upper part of stem tear The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak and a tear Deadwood, of English Oak and tear and are free from all defects.
The Deck and Hold Beams of Bull iron The Breasthooks of iron The knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Pitch pine, the Garboards of Rock
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Pitch pine and a few tear fore hoods
From the Light Water Mark to the Wales tear and a few fore & after hoods of English Oak
The Wales and Black-strakes are tear The Topsides & Sheer-strakes tear

Spirketting and Plank-sheers tear The Water-ways { Upper Deck tear
Lower Deck tear and Green heart
The Decks of (2) Antic fir State of very good
The Shifts of the Planking are not less than 6 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 3 between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are mostly tear, a few planks of Green heart
The Ceiling, Lower Hold, and between Decks tear Shelf Pieces and Clamps shelf of Green heart and Clamps of tear
Fastenings.—To Hold Beams Shelf and a waterway, iron stronger plate on ends of beams 2 1/2 x 10 1/2
and by plates at side of iron beams as shown in sketch appended

Beams As the Hold or lower deck beams, the stronger plates being 2 1/2 x 3 1/2
Breasthooks 10 of iron Pointers two pairs of iron Crutches 3 of iron
are of metal in the Bottom, and one Bolt in each Butt End through and clenched.
Strakes are bolted through and clenched. Treenails of Locust How Made burned
Double Floors is bolted through and clenched. General Quality of Workmanship good
I certify that the above is a correct description of the several particulars therein given
Signature R. W. Green Surveyor's Signature J. F. Foundation

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

23260 ton

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	300	2	Bower,	1	47 ³ / ₄ " 14
2	Fore Top Sails,	Hempen Stream Cable	100	9		1	45 ³ / ₄ " 24
1	Fore Topmast Stay Sails,	Hawser	100	7	Stream,	1	43 ⁰ / ₄ " 18
1	Main Sails,	Towlines	100	8		1	10 ⁰ / ₄ " 20
2	Main Top Sails,	Warp Stream Chain	75	1 ¹ / ₈	Kedge,	1	5 ¹ / ₄ " 20
and			All of <u>good</u> quality. and <u>best</u> of Chain produced				

Her Standing and Running Rigging of hemp and wire sufficient in size and good in quality.

She has one iron Long Boat and one life boat with 3 others

The present state of the Windlass is good Capstan good Rudder good Pumps of iron two of 8 in.

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	<u>Jan^{ry} 2nd 1860 to June 28th 1860</u>
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	

This vessel has iron straps let into the frame externally 5ⁱⁿ x 3⁴/₈ extending from the long floor-beam to the upper-deck beam-ends. 13 pairs are fitted in the fore-body, and 15 pairs in the after body, 4 pairs Cross amidships, they are spaced 2-6 on a square in midships - and 5 feet at the ends; 15 pairs of iron riders are also fitted in hold as shown in sketch of midship section, the same metal bolted, the upper and lower deck beams are of Bulb-iron 10ⁱⁿ deep by 3⁴/₈ in thickness secured to the side by iron L^y plates metal bolted, also a stronger plate on beam-ends (rivetted to angle-iron on upper edge of beams on which the waterways are fayed and secured by bolts set up by nut and screw at the under part of plate in places 2, and in places 3 between each beam-end, additional screw bolts are also placed passing through the stronger plate and lower part of waterways. The waterways and shelves are bolted with metal in every timber. The beams are also tied fore & aft by iron plates at side of hatchways 5ⁱⁿ x 6ⁱⁿ bolted 3⁴/₈ and 5¹/₈ thick. The deck secured by galvanized iron nut and screw bolts (Please see sketches appended) All material bolt fastenings are of yellow-metal, the Caulking of bottom tested and pieces cut for examination (as per Rule) and found good. The after body is framed for a screw and painted over.

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

If Sheathed, Doubled, Felted, or Coppered yellow-metal on paper When last done now done

I am of opinion this Vessel should be Classed 13 A 1.

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

Special£ 10: 10: -

Certificate£ : 5: -

Committee's Minute 10th July 1860

Character assigned 1 for 13 Years



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