

(645) X 24001

No. Survey held at London Date March 12th Nov 7 20 1861
 on the Ship "Lightflyer" Master A. Enright
 Old Tonnage 1011 ^{15/10} Built at London When built 1861 Launched 22nd Oct 1861
 New By whom built Messrs Green Owners Green & Co
 Port belonging to London Destined Voyage Sydney
 If Surveyed while Building, Afloat, or in Dry Dock On the building slips, and in dry dock

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	In Ship.	Moulded.	Sided.	Middle.	Ends.	In Ship.	Middle.	Ends.	In Ship.	Required per Rule.	22	0		
Scantlings of Timber.						Outside.					Inside.			
TIMBER AND SPACE	32 ^{3/4}					Garboard Strakes ..	8 to 5	4 ^{1/2}			Limber Strakes	5	5 ^{1/2}	
Floors	12 ^{1/2}	15 ^{1/2}	12 ^{1/2}	13 ^{1/2}	13 ^{1/2}	Garboard to Bilge ..	5	2 ^{1/2}			Bilge Planks	5	5 ^{1/2}	
1 st Foothooks	12	12 ^{1/2}	12	11 ^{3/4}		Bilge Planks	5	2 ^{1/2}			Ceiling in Flat 3 ^{1/2} x 4 ^{1/2}	2 ^{1/2}	3 ^{1/2}	
2 nd Ditto	12	12		11 ^{3/4}		Bilge to Wales	5	2 ^{1/2}			Ditto Bilge to Clamp	4	3 ^{1/2}	
3 rd Ditto	11			10 ^{3/4}		Wales	6	5 ^{3/4}			Hold Beam Clamps ..	6 to 5 ^{1/2}	4 ^{1/2}	
Top Timbers	10 ^{1/2}	6 ^{1/2}	10			Topsides	5 to 4	4 ^{1/2}			Deck Beam Ditto ..	4	3 ^{1/2}	
Deck { N° 12 Average Space	4 ^{1/2}	6 ^{1/2}	ms	3 x 5 ^{1/2} Bulk Draw		Sheer Strakes	4	4 ^{1/2}			Ceiling 'twixt Decks	4	2 ^{3/4}	
Beams ample iron on A to L	3 ^{1/2}	double				Plank Sheers	4	4			Hold Beam Shelves ..	10 ^{1/2} x 12 ^{1/2} Section		
Deck Beams, length amidships	3 ^{3/4}	10				Water-ways { Upper Deck	10 x 11	1 ^{1/2}			Deck Beam Ditto ..	8 x 10 ^{1/2} of 03 cam end		
Hold { N° 10 Average Space	4 ^{1/2}	6 ^{1/2}	ms	3 x 5 ^{1/2} Bulk Draw		Ways { Lower Deck	13 x 10 ^{1/2}	1 ^{1/2}						
Beams ample iron on A to L	3 ^{1/2}	double				Ditto, faying surface against Timbers ..	11	7 ^{1/2}						
Hold Beams, length amidships	3 ^{1/2}	just 2				Upper Deck	4	3 ^{1/2}						
Keel	5 ^{1/2}	6 ^{1/2}	ms	15 ^{1/2}	16 ^{1/2}									
Scarps of Ditto	6 ^{1/2}	6 ^{1/2}	ms	16 ^{1/2}	16 ^{1/2}									
Keelsons	12 ^{1/2}	16 ^{1/2}	ms	16 ^{1/2}	16 ^{1/2}									
Scarps of Ditto	12 ^{1/2}	16 ^{1/2}	ms	7 ^{1/2}	7 ^{1/2}									

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	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 ^{3/8}	—	1 ^{3/8}	—	1 ^{3/8}	Transoms and throats of Hooks	1 ^{1/2}	—
Scarps of Keel, N°	8	—	1 ^{3/8}	—	1 ^{3/8}	Arms of Hooks	1 ^{2/3}	—
Keelson Bolts through Keel at each Floor	1 ^{1/2}	—	1 ^{1/2}	—	1 ^{1/2}	Thro' Bilge & Limber Strakes	1 ^{5/16}	—
Bolts thro' Heels of Timbers against Deadwood	1	—	1	—	1 ^{5/16}	Thickstuff over Double Floors	1 ^{5/16}	—

Timbering.—The Space between the Floor Timbers and Lower Foothooks is ⁰_{1/2} Inches. The Space between the Top-Timbers is ⁰_{1/2} 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 ⁵_{1/2} ms N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5 feet

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

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

The Butts of the Timbers are all close together; their thickness not less than ^{1/8} of the entire moulding at that place.

The Frame is crooked chocked with Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak

The Keel is English Elm The Main Keelson are Green heart and are free from all defects.

The Stem, and Stern Post of English Oak and Stern The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are free from all defects.

The Deck and Hold Beams of Bulk Iron The Breasthooks of Iron or by plates The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is Rock and English Elm, and Pine

From the above named Height to the Light Water Mark Silky Pine

From the Light Water Mark to the Wales Green heart and a few planks of Pine

The Wales and Black-strokes are Iron The Topsides & Sheer-strokes Cleat

The Spirketting and Plank-sheers Cleat The Water-ways { Upper Deck Green heart

The Decks Pinus 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-strokes and Bilge-strokes are Green heart and a few of Cleat

The Ceiling, Lower Hold, and between Decks Cleat Shelf Pieces and Clamps Green heart and Cleat

Fastenings.—To Hold Beams Thick Shelf and Waterway, Iron Straps Plate 2^{1/2} x 3^{1/2} Iron by plates at side of Iron beams metal bolted, Iron tie plates at side of hatchways 18 x 3^{1/2}

Deck Beams Thick Shelf and Waterway, Iron Straps Plate 2^{1/2} x 3^{1/2}. Iron by plates at side of beams, as at the stool beam, Iron tie plates at side of hatchways 18 x 3^{1/2}

Number of Breasthooks 80 of Iron Pointers Iron Straps at Stern Crutches 3 of Iron

Butts 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 Iron How Made Thread

Thickstuff over Double Floors yellow metal 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 P. C. H. Green

Surveyor's Signature J. G. Lightfoot

LON645-0037

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Lloyd's Register Foundation

24291 Lon.

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

She has SAILS.

No.
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and

CABLES, &c.

Chain 500 ft 5.9 Tons
Chains
Hempen Stream Cable
Hawser
Towlines
Warp

Fathoms.
300
75
90
90

Inches.
1 1/16
1 1/8
8
6

ANCHORS, and their weights.

Nº.	Weight.
1	36" 1/3
1	35" 2
1	34" 2
1	12" 0
1	5" 0

Her Standing and Running Rigging ~~of Iron and Wood~~ sufficient in size and good in quality.She has One Long Boat and 3 othersThe present state of the Windlass is good Capstan good Rudder good Pumps of Iron and new,

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 } March 12th 1861
Nov 20th last Survey

This vessel has fitted on the external part of the frame the rules only requiring 8 pairs in each body which compensately there being 13 pairs of iron diagonal straps in each body, and a $4\frac{1}{2} \times \frac{3}{8}$ bolted through every timber, also fitted with 14 pairs of iron sides on the ceiling from the under side of Middle-beam shelf to the Bilge-Rail, and are $2\frac{1}{2} \times \frac{3}{8}$ tapered at the end to an inch, Her fore and main-masts are of iron, the beam-end fastenings are similar to that of the "Penruddick's" and in our opinion eligible for the Class 13.

Present condition of Caulking of Bottom, good, and Deck, good and Waterways good
~~Pieces Cut Out.~~If Sheathed, Doubled, Felted, or Coppered yellow metal on paper When last done now done.I am of opinion this Vessel should be Clasped 13 11.

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

Special£ 8 : 8 : -

Certificate£ : 5 : -

Committee's Minute 26 November 1861.Character assigned A 1 for 13 Years

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