

No. Survey held at Rye Date Dec^r 1863 to May 13th 1864
on the Big "Tartar" Master John Mortimore
Tonnage Old Built at Rye When built 1864 Launched 23 April
By whom built Thos. Bond Bros Owners J. Adams & Co
Port belonging to Salcombe Destined Voyage Semeraria
Surveyed while Building, Afloat, or in Dry Dock at Rye

Length aloft			Extreme Breadth Outside			Depth of Hold		
100 ¹ / ₂			22 ⁹ / ₁₆			12 ⁸ / ₁₆		
Feet.			Inches.			Feet.		
IN SHIP.			REQUIRED PER RULE.			IN SHIP.		
Sided.			Sided.			Sided.		
Middle.			Middle.			Middle.		
Ends.			Ends.			Ends.		
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes ..			Limber Strakes		
21 ¹ / ₂			20			3 ¹ / ₂		
Floors			7 ¹ / ₂			Bilge Planks 3 ¹ / ₂ ..		
9			7			3 ¹ / ₂		
1 st Foothooks			6 ¹ / ₂			Ceiling in Flat		
8			6			3 ¹ / ₂		
2 nd Ditto			6			Ditto Bilge to Clamp		
7 ¹ / ₂			6			2 ¹ / ₂		
3 rd Ditto			6			Hold Beam Clamps ..		
7 ¹ / ₂			6			4		
Top Timbers			4 ³ / ₄			Deck Beam Ditto ..		
7			4			2 ¹ / ₂		
Deck } N ^o 21 Average } 3 ¹ / ₂ 10			7 ¹ / ₂			Ceiling 'twixt Decks		
8 ¹ / ₂			7 ¹ / ₂			2 ¹ / ₂		
Deck Beams, length amidships 20 ¹ / ₂ 6			8 ¹ / ₂			Hold Beam Shelves ..		
10			8 ¹ / ₂			—		
Hold } N ^o 3 Average } —			10			Deck Beam Ditto .7 ¹ / ₂ + 8 ¹ / ₄		
10			10			7 ¹ / ₂ + 8 ¹ / ₄		
Deck Beams, length amidships 20 ¹ / ₂ 6			10					
11 ³ / ₄			10					
Keel			10					
11 ³ / ₄			10					
Scarphs of Ditto 2 ¹ / ₂ 6 flat			5 ¹ / ₂					
12			11					
Keelsons			11					
12			11					
Scarphs of Ditto 2 ¹ / ₂ 6 flat			4 ¹ / ₂					
12			4 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		
Heel-Knee, & Deadw'd abaft			Transoms and throats of Hooks			Hold Beam		
—			—			Waterway ..		
—			—			Bolts in		
—			—			Knees		
—			—			Shelf or Clamp		
—			—			Deck Beam		
—			—			Bolts in		
—			—			Waterway ..		
—			—			Knees		
—			—			Shelf or Clamp		
—			—			Nails or Bolts in Flat of Deck		
—			—			Treenails		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 14 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 3.10 ¹/₂ or 7 ¹/₂ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

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

The — Frames are — 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 — chocked with a Butt at each end of the chock. The Main piece of Rudder is E. Oak of Windlass is E. Oak

The Keel is Eng^l & Am^{er} Elm The Main Keelson is Green Heart & E. Oak and — free from all defects.

The Stem, and Stern Post of English Oak 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 English Oak The Breasthooks of Am The Knees of Born & Wood

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Beech, Elm & Ash & Elm

or to the First Foothook Heads } From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak & Teak

The Wales and Black-strakes are English Oak The Topsides & Sheer-strakes Teak & Eng^l Oak

The Spiking and Plank-sheers English Oak & Teak The Water-ways { Upper Deck Teak & E^l Oak

The Decks Yellow Pine State of Good Lower Deck —

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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Green Heart & English Oak

The Ceiling, Lower Hold, and between Decks English Oak & Teak Shelf Pieces and Clamps English Oak & Teak

Fastenings.—To Hold Beams Staple Lodging Knees to each beam end —

Deck Beams Eight Pairs of Am hanging knees, Am lodging knees in the

Quart Rooms, and two Pairs of wood lodging knees aft, in addition

to the shelf & waterways, 13 Pairs of wood lodging knees forward

Number of Breasthooks Two Am & one wood Pointers Some required Crutches one

Butt End Bolts are of G. Metal in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors — 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 Thos. Bond Surveyor's Signature Wm. Vignall

2020-0262

26163 Lon.

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N^o.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

Chain Tested to 10 Tons

Tested to 6 Tons 15 cwt.

Hempen Stream Cable

Hawser

Towlines

Warp

All of good quality.

Fathoms.

Inches.

180

1

60

$\frac{3}{4}$

80

$6\frac{1}{2}$

80

5

80

$3\frac{1}{2}$

Bower,

Stream,

Kedge,

Tested to 11 Tons

.....

.....

N^o.

Weight.

1

10.0.14

1

10.1.7

1

3.2.0

1

2.3.0

1

1.1.14

Her Standing and Running Rigging Hemp & Wire ^{stays} sufficient in size and good in quality.

She has one Long Boat and one other

The present state of the Windlass is good Capstan Winch good Rudder good Pumps Two of Iron good.

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 }

Dec 30th 1863

March 16th 1864

April 19th 1864

She is well built and fit in my opinion to be classed as recommended below.

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

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

I am of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 2 : - : - is received by me,

Special£ 5 : 5 : -

Certificate£ : 2 : 6

Committee's Minute 27th May 1864

Character assigned A 1 for 12 Years



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