

No. Survey held at Rye Date 12th May to 1st Sept^r 18⁷⁴
 the Brigantine "Harbour Grace" Master James Brown
 Old Built at Rye When built 1864 Launched 18th Aug^r 18⁷⁴
 onnage New 190¹⁰⁰ by whom built Mr^r Hoad Bro^s Owners Mr^r Ridley Son & Co
 port belonging to Liverpool Destined Voyage Hamburg
 Surveyed while Building, Afloat, or in Dry Dock at Rye

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	112 ³	10	3	10		23 ³	10	12 ⁷	10		7 ⁵	10		
Scantlings of Timber.	Thickness of Plank.													
Beam and Space	21 ¹	11	9 ²	8	8	7	Garboard Strakes	3	2 ¹	Limber Strakes	3	3	3	3
Books	8	—	—	7 ¹	—	—	Garboard to Bilge	3	2 ¹	Bilge Planks	3	3	3	3
Ditto	7 ¹	—	—	6 ²	—	—	Bilge to Wales	3	2 ¹	Ceiling in Flat	3	3	3	3
Top Timbers	6 ²	—	5 ²	6	—	4 ³	Wales	4	4	Ditto Bilge to Clamp	3	3	3	3
Deck Beams	8	8	6 ³	8	8	6 ²	Topsides	3	3	Hold Beam Clamps	3	3	3	3
Deck Length amidships	22 ⁴	—	—	—	—	—	Sheer Strakes	3	3	Deck Beam Ditto	3	3	3	3
Hold Beams	—	—	—	—	—	—	Plank Sheers	2 ³	2 ¹	Ceiling 'twixt Decks	3	3	3	3
Hold Length amidships	—	—	—	—	—	—	Water Ways	8 x 8 ¹	8 x 6 ³	Hold Beam Shelves	—	—	—	—
Keelsons	—	—	—	—	—	—	Ditto, faying surface against Timbers	5 ¹	4 ¹	Deck Beam Ditto	8 x 8	8 x 6 ³	8 x 8	8 x 6 ³
Keelsons Scarphs of Ditto	—	—	—	—	—	—	Upper Deck	3	2 ¹	—	—	—	—	—

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.
Transoms and throats of Hooks	—	1	1/8	Hold Beam Bolts in	—	—	—
Arms of Hooks	1/8	1/8	3/16	Waterway	—	—	—
Thro' Bilge & Limber Strakes	3/16	—	5/8	Knees	—	—	—
Thickstuff over Double Floors	—	—	—	Shelf or Clamp	—	3/16	3/16
Butt End Bolts	5/8	5/8	5/8	Waterway	—	3/16	11/16
Pintles of the Rudder	2 ¹	—	2	Knees	—	3/16	11/16
				Shelf or Clamp	—	3/16	11/16
				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 4 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 3-10² 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 well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is good
 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 1/3rd 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 1st Oak of Windlass is Eng^l Oak
 The Keel is P. Elm The Main Keelson is Greenheart 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 Eng^l Oak and are — free from all defects.
 The Deck and Hold Beams of English Oak The Breasthooks of Iron & Wood The Knees of Iron & Wood

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Beech Elm & Oak
 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
 The Wales and Black-strakes are English Oak The Topsides & Sheer-strakes Eng^l Oak & Teak
 The Spirketting and Plank-sheers English Oak The Water-ways { Upper Deck 1st Oak & Oak
 Lower Deck —
 The Decks Yellow Pine State of Good
 The Shifts of the Planking are not less than 5 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. The Planking is wrought thru between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak
 The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps English Oak & Teak
Fastenings.—To Hold Beams none no Hold Beams

Deck Beams Eighteen Pairs of Iron Angling Knees - Two pairs of Wood
Surfing Gines forward, three pairs aft, and Iron edging knees in the Mast rooms - Shelf & Waterway
 Number of Breasthooks two of Iron & wood Pointers none required Crutches Two of Iron
 Butt End Bolts are of Yellow 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 Eng^l 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 Hoad Brothay Surveyor's Signature Wraymouth
 Lloyd's Register
 LON 648-044

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. 26371 ton.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
One Set } Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and five others	Chain	Tested to 20.6 22.15	90 1 1/6 90 1 5/8	Tested to 11.2 11.2	1 9.0.7 1 9.0.2
	Hempen Stream Cable		65 8		
	Hawser		120 5 1/2	Stream,	1 3.0.0
	Towlines		90 4 1/2		
	Warp		90 3 1/2	Kedge,	1 1.1.2
		All of <u>good</u> quality.			

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

She has one Long Boat and one other
The present state of the Windlass is good Capstan good Rudder good Pumps Two six inch Iron

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 12th May 1864
 - 2nd. When the Beams are put in, &c. 2nd July 1864
 - 3rd. { When completed, and before the plank be painted or payed } 12th Aug 1864 -

Her Anchors and Chains are of the size required by the Rules, and have been subjected to the Admiralty Test at the Public Machine at Deptford - and the Certificates have been produced -

She is over eight and under nine times her depth for length thus by the Rules requiring Iron Plates on the frame - In lieu of which she has had added five pairs of Iron Riders extending from the upper deck Clumps to the floors added to which her Planking inside and out and the upper deck Shelf and Waterways are in excess of the Rules - She has Iron hauffing knees to each beam end, excepting those forward and aft which are secured with wood bolting knees -

The Builders applied to the Committee who sanctioned the above deviation from the Rules -

Present condition of Caulking of Bottom, good Deck, good and Waterways good
~~If Sheathed, Bonneted, Felted, or Coppered~~ with Yellow Metal when last done now

I am of opinion this Vessel should be Classed 10 A. 1.

The Amount of the Fee.....£ 2 : - : - is received by me,
Exp^s £5.11 - Special£ 5 : 5 : - }
Certificate£ : 3 : 6 }

J. W. Weymouth

Committee's Minute 20th September 1864

Character assigned For 10 years

MA (A & C)



© 2019 Lloyd's Register Foundation