

No. *Survey held at London* Date *Feb<sup>r</sup> 1867* to *June 30* 18 *68*  
on the *Barque Ruby* Master *Geo<sup>s</sup> Scott*

Tonnage under tonnage deck Built at *London* When built *1868* Launched *June 20<sup>th</sup> 1868*  
Ditto of poop or spar deck By whom built *Salisbury* Owners *H Pucknall & Sons*  
Total tonnage *266 29/100* Port belonging to *London* Destined Voyage *Lisbon via Newcastle*

Surveyed while Building, Afloat, or in Dry Dock *On a Slip & in dry dock*

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold .....	Feet.	Inches.	Number of Decks
Length of Keel .....	125	4/10	26	9/10	12	9			
(Depth from limber-strakes to under side of lower deck beam)									
<b>Scantlings of Timber.</b>									
TIMBER AND SPACE .....	24	23	<b>Outside Plank.</b>						
Floors .....	12	9 1/2	8 1/2	Garboard Strakes ..	3 1/2	3	<b>Dimensions of Ship per Register,</b>		
1 <sup>st</sup> Foothooks .....	12	9	8 1/2	Garboard to Bilge ..	3 1/4	3	length ..	breadth ..	depth ..
2 <sup>nd</sup> Ditto .....	9	8 1/4	7 1/2	Bilge Planks .....	3 1/4	3	<b>Inside Plank.</b>		
3 <sup>rd</sup> Ditto .....	8 1/4	5 1/2	5	Bilge to Wales ....	3 1/4	3	<b>INCHES.</b>		
Top Timbers .....	8	5	5 1/2	Wales .....	4 1/2	4 1/4	In Ship.	Required	per Rule.
Deck } N <sup>o</sup> 22 Average } 4 ft	8 1/2	8 1/2	7 1/2	Topsides .....	3 1/2 to 4	3	Limber Strakes ...	3 1/2	
Beams } Extra	25 ft			Sheer Strakes .....	3 1/2	3	Bilge Planks .....	3 1/2	2 1/2
Deck Beams, length amidships ....	25 ft			Plank Sheers .....	3 1/2	3	Ceiling in Flat ....	2 1/2	2 1/2
Hold } N <sup>o</sup> 4 Average } 8 by 12 3 by 3 double and gum	11 1/2	13	22	Water-Upper Deck	10 x 9 1/2		Ditto Bilge to Clamp	2 1/2	2 1/2
Beams } Extra	25			Ways Lower Deck	6 1/2	6 1/2	Hold Beam Clamps ..	2 1/2	3 1/2
Hold Beams, length amidships .....	11 1/2	13	22	Ditto, faying surface	6 1/2	6 1/2	Deck Beam Ditto ..	3 1/2	3 1/2
Keel .....	13			against Timbers ..	3	3	Ceiling 'twist Decks	3	2 1/4
Scarp of Ditto .....	6			Upper Deck .....	3	3	Hold Beam Shells ..		
Keelsons .....	6						Deck Beam Ditto ..	9 x 10	
Scarp of Ditto .....	6								

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal or Iron; also of Treenails.									
Copper	Iron	Inches	Copper	Iron	Inches	Copper	Iron	Inches	
or Y.M.	in Ship.	required	or Y.M.	in Ship.	required	or Y.M.	in Ship.	required	per Rule
Heel-Knee, & Deadw'd abaft	1 1/8	1 1/4	Transoms and throats of Hooks	1 1/2	1 5/8	Hold Beam	Waterway ..		
Scarp of Keel, N <sup>o</sup> 6	7/8	1 3/16	Arms of Hooks .....	7/8	1 3/16	Bolts in	Knees .....	Galvanized iron	
Keelson Bolts through Keel		1 5/16	Thro' Bilge & Limber Strakes	7/8 & 3/4	1 1/4	Deck Beam	Waterway ..	1/8	12/16
at each Floor .....	1	1 5/16	Thickstuff over Double Floors	1 1/2	1 5/8	Bolts in	Knees .....	1/8	12/16
Bolts thro' Heels of Timbers	7/8	1 3/16	Butt End Bolts .....	3/4	1 1/4		Shelf or Clamp	1/8	12/16
against Deadwood .....	7/8	1 3/16	Pintles of the Rudder .....	2 1/2	2 3/8	Nails or Bolts in Flat of Deck		6	6
						Treenails .... Inches		1 1/4	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 31 1/4 Inches. The Space between the Top-Timbers is 45.6 Inches.

The Floors consist of *Italian & English Oak Second hand* The First Foothooks of *Italian Second hand*

The Second Foothooks of *Italian* The Third Foothooks and Top Timbers of *Italian & a few of Scotch*

The Shifts of the First and Second Foothooks are not less than 3 ft 9 in 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 First Foothook Heads upwards, and *well* free from sap, and from thence downwards, the frame is *well squared*

The *whole of the* Frames are *—* bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are *square* close together; their thickness not less than *the whole* of the entire moulding at that place. and all drossed

The Frame is *square* *buffed & only a* Butt at each end of the chock. The Main piece of Rudder is *Eng<sup>l</sup> Oak* of Windlass is *English Oak*

The Keel is *Eng<sup>l</sup> Oak* The Main Keelson is *African Oak & Greenheart* and *—* free from all defects.

The Stem, and Stern Post of *Eng<sup>l</sup> Oak*. Iron bark the Stern Post *new* The Transoms, Knight Heads, Hawse Timbers, *Teak*

and Aprons of *Eng<sup>l</sup> Oak, African & Italian Oak* Deadwood, of *African & Italian* and are *—* free from all defects.

The Deck and Hold Beams of *Hackmatare* 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 *Hackmatare*

or to the First Foothook Heads }

From the above named Height to the Light Water Mark *Hackmatare*

From the Light Water Mark to the Wales *Do*

The Wales and Black-strakes are *Hackmatare* *Do* The Topsides & Sheer-strakes *Hackmatare and Teak Sheer Strakes*

The Spirketting and Plank-sheers *Hackmatare* The Water-ways { Upper Deck *Pitch Pine & Plaspine*

The Decks *are of Yellow pine* State of *them new and efficient* Lower Deck *—*

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 *three* between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are *Pitch pine*

The Ceiling, Lower Hold, and between Decks *Pitch pine & Hackmatare* Shelf Pieces and Clamps *Pitch & Cedar*

**Fastenings.**—To Hold Beams *angle iron bolted through & through with yellow metal bolts. Shelf and Waterways*

Deck Beams *are iron hanging knee to every beam, and a staple looking knee in way of the masts also drossed to Shelf pieces and Waterway.*

Number of Breasthooks *Three of Iron (13) and one of Eng<sup>l</sup> Oak* Pointers *—* and two iron Crutches *—*

Butt End Bolts are of *Yellow metal* in the Bottom. *two* Bolts in each Butt End *two through* through and clenched.

Bilge and Limber Strakes *are* bolted through and clenched Treenails of *Loose & Blue gum* How Made *Eng<sup>l</sup> turned*

Thickstuff over Double Floors *are* bolted through and clenched General Quality of Workmanship *—*

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

Builder's Signature *R. B. Salisbury* Surveyor's Signature *Samuel Wilson*

LON653-0203



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

29294 Lon

She has SAILS.			CABLES, &c.			ANCHORS, &c.		
N <sup>o</sup> .				Fathoms.	Size.	Tested to, as per Certificate.	N <sup>o</sup> .	Weight, Ex. Stock.
2	Fore Sails,	Chain .....	210	1 1/8	22.15	Bower, ..... Certifs of Chain Cables and Anchors, produced and endorsed. - tested at Vethusta proving House	3	10.0.0
2	Fore Top Sails,	Hawser Chain Hempen Stream Cable ..	90	1/16	—			12.0.0
1	Fore Topmast Stay Sails,	Hawser .....	90	9 in	—			12.4.1.14
1	Main Sails,	Towlines .....	90	6 in	—		2	4.2.25
1	Main Top Sails,	Warp .....	90	3 1/2	—			2.3.11
and Well found			All of best quality.			Kedge, .....	1	1.0.9

Her Standing and Running Rigging is of galv<sup>d</sup> wire sufficient in size and good in quality.

She has a Long Boat and jolly boat

The present state of the Windlass is efficient Capstan double winch Rudder efficient Pumps efficient Mouniford & Co's

Order for Special Survey,

No. Date 23 Feb<sup>r</sup> 1867

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed } Various times  
2nd. When the Beams are put in, &c. } from 1867  
3rd. { When completed, and before the } up to the present time  
plank be painted or payed }

Order for Ordinary Survey,

No. Date

### General Remarks

She has fifteen pairs of iron rider straps, placed outside diagonally, extending from the upper side of the deck beams, to below the lower part of chocks at first jaddock heads. four pairs of the plates or straps are 5 1/2 in by 3/4. the remainder, 4 1/2 in by 3/4.

She is fastened externally with trenails, the whole of them passing through, and with yellow metal bolts and clumps to the exclusion of iron from the lower part of keel up to the height of one fifth of the depth of hold below the upper side of the upper deck. - the rest or others are of galvaniz<sup>d</sup> iron.

The second hand material of which this Vessel's frame is composed is of superior quality, and mostly above the size required by the Rules. -

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal on felt up to 12 ft When last done now.

we are of opinion this Vessel should be Classed G. A. 1.

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

Special .....£ 13 : 6 :

Certificate ....£ : :

Committee's Minute 3<sup>rd</sup> July 1868

Character assigned 1 for 9 years

part on.



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