

No. Survey held at London Date 2<sup>nd</sup> Dec<sup>r</sup> 1867 to 29<sup>th</sup> July 3<sup>rd</sup> 1868  
on the Schooner "Richmond" Master W. H. Stuart  
Tonnage under tonnage deck 168.17 Built at London When built 10<sup>th</sup> Aug<sup>r</sup> 1868  
Ditto of poop or break deck 32.43 By whom built J. W. Dudgeon Owners Board of Trade  
Total tonnage 200.6 Port belonging to London Destined Voyage Bahamas  
Reg. Tonnage 183.90  
If Surveyed while Building, Afloat, or in Dry Dock on Slip Way (but not towed) and afloat

|                              |  |                                |  |                                   |                                |  |                               |                               |  |                               |
|------------------------------|--|--------------------------------|--|-----------------------------------|--------------------------------|--|-------------------------------|-------------------------------|--|-------------------------------|
| Length as per section 39     | Feet. 104  | Inches. 8                      | Extreme Breadth Outside  | Feet. 26                          | Inches. 1                      | Depth of Hold  | Feet. 11                      | Inches. 0                     | Number of Decks                        | one                           |
| Length of Keel               | 101  | 0                              | IN SHIP. Moulded. Sided. Middle. Ends. 200 <sup>th</sup> Scale | 26                                | 1                              | (Depth from limber-strakes to under side of lower deck beam 10-3 <sup>1</sup> / <sub>2</sub> ) |                               |                               |  |                               |
| <b>Scantlings of Timber.</b> |  |                                |  |                                   |                                |  |                               |                               |  |                               |
| TIMBER AND SPACE             | 23   | —                              | 21 <sup>1</sup> / <sub>2</sub>                                 | 7 <sup>3</sup> / <sub>4</sub>     | 7 <sup>3</sup> / <sub>4</sub>  | <b>Outside Plank.</b>  |                               |                               |  |                               |
| Floors                       | 8 <sup>3</sup> / <sub>4</sub>                      | 11                             | 9  | 7 <sup>3</sup> / <sub>4</sub>     | 7 <sup>3</sup> / <sub>4</sub>  | Garboard Strakes   | 6                             | 2 <sup>3</sup> / <sub>4</sub> | <b>Dimensions of Ship per Register</b> |                               |
| 1 <sup>st</sup> Foothooks    | 8 <sup>3</sup> / <sub>4</sub>                      | 9 <sup>3</sup> / <sub>4</sub>  | 8 <sup>3</sup> / <sub>4</sub>                                  | 7 <sup>3</sup> / <sub>4</sub>     | 7 <sup>3</sup> / <sub>4</sub>  | Garboard to Bilge  | 4                             | 2 <sup>3</sup> / <sub>4</sub> |  |                               |
| 2 <sup>nd</sup> Ditto        | 7 <sup>5</sup> / <sub>8</sub>                      | 8 <sup>5</sup> / <sub>8</sub>  | 7 <sup>5</sup> / <sub>8</sub>                                  | 7                                 | 7                              | Bilge Planks   | 3 <sup>3</sup> / <sub>4</sub> | 2 <sup>3</sup> / <sub>4</sub> | length                                 | 105.8                         |
| 3 <sup>rd</sup> Ditto        | 7 <sup>1</sup> / <sub>4</sub>                      | 7 <sup>5</sup> / <sub>8</sub>  | 6 <sup>5</sup> / <sub>8</sub>                                  | 6 <sup>1</sup> / <sub>2</sub>     | 6 <sup>1</sup> / <sub>2</sub>  | Bilge to Wales   | 3 <sup>3</sup> / <sub>4</sub> | 2 <sup>3</sup> / <sub>4</sub> | breadth                                | 26.1                          |
| Top Timbers                  | 7  | 6 <sup>1</sup> / <sub>2</sub>  | 6 <sup>1</sup> / <sub>4</sub>                                  |                                   |                                | Wales  | 4 <sup>1</sup> / <sub>4</sub> | 4 <sup>1</sup> / <sub>4</sub> | depth                                  | 11.0                          |
| Deck No 25 Average Space     | 8 <sup>1</sup> / <sub>2</sub>                      | 8 <sup>1</sup> / <sub>2</sub>  | 7  | 8 <sup>1</sup> / <sub>2</sub>     | 8 <sup>1</sup> / <sub>2</sub>  | Topsides   | 3 <sup>1</sup> / <sub>2</sub> | 3 <sup>1</sup> / <sub>4</sub> | <b>Inside Plank.</b>                   |                               |
| Deck Beams, length amidships | 24ft 5   |                                |  |                                   |                                | Sheer Strakes  | 3 <sup>1</sup> / <sub>2</sub> | 3 <sup>1</sup> / <sub>4</sub> | In Ship.                               | Inches. Required per Rule.    |
| Hold Beams, length amidships | 4ft. angle iron 3x3 <sup>1</sup> / <sub>2</sub> x5 |                                |  |                                   |                                | Plank Sheers   | 3 <sup>1</sup> / <sub>2</sub> | 3 <sup>1</sup> / <sub>4</sub> | 3 <sup>1</sup> / <sub>4</sub>          | 3 <sup>1</sup> / <sub>4</sub> |
| Keel                         | 11 <sup>3</sup> / <sub>4</sub>                     | 13 <sup>1</sup> / <sub>2</sub> | 26   | 10 <sup>3</sup> / <sub>4</sub>    | 10 <sup>3</sup> / <sub>4</sub> | Water-Ways Upper Deck  | 8x9                           | super 60                      | Limber Strakes                         | 3 <sup>1</sup> / <sub>4</sub> |
| Scarp of Ditto               | 6ft 6ins   |                                |  | 4ft 9ins                          |                                | Water-Ways Lower Deck  |                               |                               | Bilge Planks                           | 3 <sup>1</sup> / <sub>4</sub> |
| Keelsons                     | 13   | 14                             |  | 11 <sup>3</sup> / <sub>4</sub>    | 11 <sup>3</sup> / <sub>4</sub> | Ditto, faying surface against Timbers  | 5                             | 5                             | Ceiling in Flat                        | 2 <sup>1</sup> / <sub>2</sub> |
| Scarp of Ditto               | 6ft  |                                |  | 5ft 3 <sup>1</sup> / <sub>2</sub> |                                | Upper Deck   | 3                             | 2 <sup>1</sup> / <sub>2</sub> | Ditto Bilge to Clamp                   | 2 <sup>1</sup> / <sub>2</sub> |

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

|   |                               |               |       |                               |       |               |                               |                                |                |             |     |
|---|-------------------------------|---------------|-------|-------------------------------|-------|---------------|-------------------------------|--------------------------------|----------------|-------------|-----|
| Heel-Knee, & Deadw'd abaft                    | 1 <sup>5</sup> / <sub>8</sub> | Iron in Ship. | 1     | Transoms and throats of Hooks | 1     | Iron in Ship. | 2 <sup>5</sup> / <sub>8</sub> | Hold Beam                      | Waterway       |             |     |
| Scarp of Keel, No. 9                          | 3/4                           |               | 3/4   | Arms of Hooks                 | 7/8   |               | 3/4                           | Bolts in                       | Knees          |             |     |
| Keelson Bolts through Keel at each Floor      | 1                             |               | 7/8   | Thro' Bilge & Limber Strakes  | 12/16 |               | 11/16                         | Deck Beam                      | Waterway       | 7/8         | 3/4 |
| Bolts thro' Heels of Timbers against Deadwood | 14/16                         |               | 11/16 | Thickstuff over Double Floors | 3/4   |               | 11/16                         | Bolts in                       | Knees          | 5/8         | 3/4 |
|   |                               |               |       | Butt End Bolts                | 3/4   |               | 11/16                         |                                | Shelf or Clamp | 7/8         | 3/4 |
|   |                               |               |       | Short Bolts in Ceiling        | —     |               | 3/4                           | Nails or Bolts in Flat of Deck |                | 1/2         |     |
|   |                               |               |       | Pintles of the Rudder         | 3     |               | 2 1/4                         | Treenails                      | 1 1/4 Inches   | English Oak |     |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 inches. The Space between the Top-Timbers is 4 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 3ft 8 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3ft 7 1/2 to 3ft 9 1/2

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

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

The Butts of the Timbers are well close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with 1 1/2 Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is Eng Elm The Main Keelson is Teak and is 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 Teak & Eng Oak and are quite free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of Eng Oak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is English Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Teak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak

The Spicketing and Plank-sheers Teak The Water-ways { Upper Deck Teak & Eng Oak

The Decks Teak & Santa Fe State of Efficiency Lower Deck

The Shifts of the Planking are not less than 6 Feet 0 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 Teak

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

**Fastenings.**—To Hold Beams Nil. The platform beams are of Iron

3x3 1/2 x 7/8 their ends turn down the side, and are

through bolted with two yellow metal bolts.

Deck Beams are Iron Hanging knee to every beam, and in addition

the mast beams are secured with an Iron lodging knee

Number of Breasthooks 2 wood & O. Pointers Nil Crutches 3 No. Hooks 3 No. iron

Butt End Bolts are of 3/4 metal in the Bottom. 2 Bolts in each Butt End one of which is through and clenched.

Bilge and Limber Strakes 3/4 metal bolted through and clenched. Treenails of Eng Oak How Made Turned

Thickstuff over Double Floors 3/4 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 John Dudgeon Surveyor's Signature Joseph Webb

Long 653-0336



29350 Ton

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

| She has SAILS.    |                          | CABLES, &c.   |  | Fathoms. | Inches. | Test as per Certificate. | In. req'd per Rule. | Test req'd per Rule. | ANCHORS, &c.  |  | N <sup>o</sup> . | Weight. | Test as per Certificate. | Wt. req'd per Rule. | Test req'd per Rule. |
|-------------------|--------------------------|---|--|----------|---------|--------------------------|---------------------|----------------------|---|--|------------------|---------|--------------------------|---------------------|----------------------|
| N <sup>o</sup> .  |                          |   |  |          |         |                          |                     |                      |   |  |                  |         |                          |                     |                      |
| /                 | Fore Sails,              | Chain .....   |  | 135      | 1 3/4   | 25 1/2                   | 1 1/2               | 20 3/4               | Bowers .....  |  | 1                | 12.2.12 | 14.8.4                   | 8.1.0               | 10 4/10              |
| /                 | Fore Top Sails,          | Tested at the Staffordshire J.C. as Certificate dated 14 <sup>th</sup> April 1868 signed J. Regenna |  |          |         |                          |                     |                      | Tested Lloyd's  |  | 1                | 12.0.13 | 13.19.2                  | 8.1.0               | 10 4/10              |
| /                 | Fore Topmast Stay Sails, | Hempen Stream Cable   |  |          |         |                          |                     |                      | W.S. Road as Certificate dated each 19 <sup>th</sup> June 1868. Signed J.R. Pitt. |  | 1                | 11.0.6  | 12.18.2                  | 7.0.2               | 9 5/10               |
| /                 | Main Sails,              | Hawser .....  |  | 90       | 7 1/2   |                          |                     |                      | Stream .....  |  | 1                | 5.0.11  |                          | 3.0.0               |                      |
| /                 | Main Top Sails,          | Towlines .....  |  |          |         |                          |                     |                      | Kedges .....  |  | 1                | 2.2.0   |                          | 1.3.0               |                      |
| and 6 other Sails |                          | Warp .....  |  | 90       | 5 1/2   |                          |                     |                      |   |  | 1                | 1.1.2   |                          | Nil                 |                      |
|                   |                          | All of <u>good</u> quality.   |  |          |         |                          |                     |                      |   |  |                  |         |                          |                     |                      |

Her Standing and Running Rigging G.I. wire & Hemp sufficient in size and good in quality.

She has 4 boats. Two Long Boat and 1 Life boat, 1 Cutter and 1 Dingey

The present state of the Windlass is good Capstan Nil Rudder good Pumps Downtons Patent

|   |   |   |
|---|---|---|
| Order for Special Survey, <u>28<sup>th</sup> Novr 1867.</u> | 1st. When the Frame is completed                                | } <u>Special Survey</u><br><u>from Decr 1867</u><br><u>to 29<sup>th</sup> July 1868</u> |
| No. _____ Date _____  | 2nd. When the Beams are put in, &c.                             |   |
| Order for Ordinary Survey, _____                            | 3rd. { When completed, and before the plank be painted or payed |   |
| No. _____ Date _____  | as per Section 35.  |   |

General Remarks

This Vessel is well and faithfully built, is fastened externally with Greenails and Yellow Metal bolts from Keel over all, the whole of the internal fastenings are of galvanised iron and in accordance with Section 46. and is therefore in our opinion entitled to an additional year on those grounds.

The Iron diagonal plates outside the frames are longer than required by Rule, in addition to which she has a vertical iron plate wrought near the gunwale and in wake of raised space (called poop) used for the accommodation of Officer (see Profile) the plate extends before the break and around the Stern mean size 15 x 3/8 long 52 feet. She has also fore and aft and diagonal Iron plates on beams of upper and Poop decks in this and other respects she is generally in excess of the Rules.

It will be seen by the accompanying papers and tracings that on the above, and other grounds, the Committee have made certain relaxations in the Rules, both with regard to the cross bolting of the thick garboard strakes, and the non adoption of Sister or Rider Keelsons.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good  
If Sheathed, part and no paper Felted, or Coppered with Y.M. over, When last done now  
I am of opinion this Vessel should be Classed 13. A. 1.  
The Amount of the Fee.....£ 3 : - : is received by me,  
Special .....£ 10-0-0  
Certificate ....£ - : - :  
Joseph Kellie,  
Thos W. Mawson

Committee's Minute 30<sup>th</sup> July 1868  
Character assigned 1 for 13 years  
NOCP