

COMPOSITE SHIP.

No. 3123 Survey held at London Date 1st Survey Last Survey 31st Dec 1870
The Ship "Lothair" Master E. Pearce
Tonnage under Tonnage Deck 765.90 Built at London When built 1869 Launched 1st July 1870
Ditto of Spar Deck, or Awaiting Deck 33.50
Ditto of Poop, or Raised Or. Dk. 33.50
Ditto of Houses on Deck 24.58
Ditto of Forecastle 24.58
Gross Tonnage 853.95
Crew Space, as per Rule 30.37
Register Tonnage, cut on Beam 793.58
Port belonging to London Destined Voyage Japan
If Surveyed while Building, Afloat, or in Dry Dock on the Building Slip and Afloat

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	House.	No. of Decks
Length afloat	<u>190</u>	Extreme Breadth	<u>33</u>	<u>3</u>	<u>19</u>	<u>3</u>	Power of Engines	<u>Two</u>
Dimensions of Ship per Register, length <u>191.8</u> breadth <u>33.5</u> depth <u>19.4</u>								
Outside Plank.								
Inches in Ship. Inches required by Rule.								
Keel, siding and moulding	<u>14 1/2 x 10 1/2</u>	Garboard Strakes, thickness	<u>1 1/2</u>	<u>10 1/2</u>				
" plate, breadth and thickness	<u>29 x 1 1/2</u>	Garboard to Topsides ditto	<u>3 1/2</u>	<u>5 1/2</u>				
" siding and moulding	<u>14 1/2 x 2 1/2</u>	Topsides ditto	<u>3 1/2</u>	<u>4 1/2</u>				
Fore deck wood plate, breadth and thickness	<u>28 x 1 1/2</u>	Sheerstrakes ditto	<u>4 1/2</u>	<u>4 1/2</u>				
Stern-post, siding and moulding	<u>14 1/2 x 18 1/2</u>	Planksheers ditto	<u>4 1/2</u>	<u>4</u>				
After deadwood plate, breadth and thickness	<u>22 x 1 1/2</u>	Water Upper Deck	<u>13 1/2</u>	<u>6</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>18</u>	Ways Lower Deck	<u>13 1/2</u>	<u>6</u>				
Frames, Size of Angle Iron, single or double	<u>4 3/2</u>	Iron Sheerstrake, breadth and thickness	<u>30 x 3/8</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Reversed Iron, if to every frame	<u>3 3/2</u>	" Bilge Plate ditto	<u>20 x 3/8</u>	<u>3 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" of Wood, siding and moulding, at Mid. line	<u>22 x 3/8</u>	Diagonal Plates on Frames	<u>8 1/2 x 3/8</u>	<u>7 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
Floors, depth and thickness of Floor Plate at Mid. line	<u>9 x 3/8</u>	Gunwale Plate or String on ends of Upper Deck Beams, breadth and thickness	<u>27 1/2 x 3/8</u>	<u>2 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Ditto ditto at Bilge Keelson	<u>9 x 3/8</u>	Angle Iron on ditto	<u>4 1/2 x 4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>3 3/2</u>	Fore and aft Tie Plates on Upper Deck Beams, outside Hatchways	<u>7 1/2 x 3/8</u>	<u>11 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" of Wood, siding and moulding, at Mid. line	<u>22 x 3/8</u>	Diagonal Tie Plates on ditto	<u>5 1/2 x 3/8</u>	<u>11 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
Beams, Deck (No. 1) double Angle Iron, Plate, Tee, or Bulb Iron	<u>8 x 3/8</u>	Flat of Upper Deck, thickness	<u>4</u>	<u>4</u>	<u>4</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" double or single Angle Iron, on upper edge	<u>3 3/2</u>	Ceiling betwixt Decks, thickness	<u>1 1/2</u>	<u>2 1/2</u>	<u>3 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" average space between	<u>54 in</u>	" in Hold, thickness	<u>1 1/2</u>	<u>2 1/2</u>	<u>3 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Hold, or Lower Deck (No. 2) double Angle Iron, Plate, Tee, or Bulb Iron	<u>9 x 3/8</u>	Clamps or Spiketting	<u>4</u>	<u>4</u>	<u>4</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" double or single Angle Iron, on upper edge	<u>3 3/2</u>	Stringer Plates on ends of Hold or Lower	<u>21 x 3/8</u>	<u>20 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" average space between	<u>54 in</u>	Fore and aft Tie Plates outside Hatchways, on Hold or Lower Deck Beams	<u>13 1/2 x 3/8</u>	<u>12 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
Keelson, single or double plate, box, or intercostal	<u>14 1/2 x 1 1/2</u>	Stringers in Hold	<u>4 1/2 x 4 1/2</u>	<u>4 1/2</u>	<u>4 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Size of Plates	<u>14 1/2 x 1 1/2</u>	State if all Butts of the foregoing are shifted properly from each other	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Size of Angle Irons	<u>4 1/2 x 3/8</u>	Flat of Lower Deck, thickness	<u>5 1/2</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" If of Wood, siding and moulding	<u>15 x 1 1/2</u>	Diameter of Hold Pillars	<u>10 1/2</u>	<u>10 1/2</u>	<u>10 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Side, single or double plate, box, or intercostal	<u>15 x 1 1/2</u>	Main piece of Rudder, diameter at head	<u>10 1/2</u>	<u>10 1/2</u>	<u>10 1/2</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
" Bilge (No. 1) at each Bilge, single, or double plate, box, or intercostal	<u>15 x 1 1/2</u>	(Can the Rudder be unshipped afloat)	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
The Keel consists of	<u>English and Scotch</u>	Stern Post	<u>Seak</u>	<u>Seak</u>	<u>Seak</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
Inner Stern Post	<u>Seak</u>	Deadwood	<u>Seak</u>	<u>Seak</u>	<u>Seak</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
The Floors	<u>Iron</u>	Wood Frames	<u>Iron</u>	<u>Iron</u>	<u>Iron</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>
Beams	<u>Iron</u>	and Keelsons	<u>Iron</u>	<u>Iron</u>	<u>Iron</u>	<u>16th. In Ship.</u>	<u>16th. req'd per Rule.</u>	<u>16th. req'd per Rule.</u>

Planking Outside. — From the Keel to the Height of one-fifth the depth of Hold as per Table I
Ditto ditto from Keel to the Height of two-fifths the depth of Hold ditto
Ditto ditto from two-fifths the depth of Hold to Gunwale ditto
The Upper Deck Waterway iron gutter Spiketting Seak Planksheer Seak and Roughtree Timbers Seak
The Main Piece of Rudder Seak Windlass iron and Fall Bitt Seak
The Decks Seak State of Seak How fastened to Beams By bolts and seven bolts of Galv. iron
The Shifts of the Planking are not less than 1 1/2 Feet 1 1/2 Inches. N. B. If less than prescribed by the Rule, state where general or partial, and if partial, in what part of the Ship. The Planking is wrought Three and more between, and without step-butting.
Planking Inside. — The Limber, rakes and Bilge-strakes are Seak Shelf pieces and Clamps Seak
Ceiling, Lower Hold, and between Decks Seak
Straps of Keel Plates, Keelsons, Stringer and Tie Plates, of every description, are they of proper dimensions, and rivetted in accordance with Rules? Yes and they are all State where treble double rivet or single rivetting exists.
Rivets, how secured to the plating of the sides? By three plates for iron and solid built plate rivets to frames Explain by sketch. none this fastened and left and down fastened with galv. iron bolts.
Planksheer and to the Beams? By three plates for iron and solid built plate rivets to frames
Lower Deck Beams ditto? By three plates for iron and solid built plate rivets to frames
Quality of Workmanship Good No. of breasthooks five crutches four
Description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, Rivets, &c.? Wannier Roy & Co
Manufacturer's name or trade mark Seak
We certify that the above is a correct description of the several particulars therein given. Surveyor's Signature H. Walker
Signature H. Walker



Lloyd's Register Foundation

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron, and Rivets.

	Copper or Y.M. in Ship.	Tons in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		in Ship.	per Rule
Deadwood forward and aft ..	1/8	—	1/8	Transoms and throats of Hooks	1/8	—	1/8	Pintles of the Rudder.....	3/2	3/2
Scarpas of Keel, N ^o . 10	15-8	—	15-8	Arms of Hooks	7/8	—	7/8	Hold Beam { Waterway		
Keelson Bolts through Keel at each Floor	—	—	—	Thro' Frames and Planking....	7/8	7/8	7/8	Bolts in { Knees.....		
								Shelf or Clamp		
Bolts through Iron Keel Plate and Wood Keel	1/8	—	1/8	Butt End Bolts ..	7/8	7/8	7/8	Deck Beam { Waterway	13/16	13/16
Garboard Bolts Athwartship..	7/8	—	7/8	Rivets <i>of iron!</i>	3/4	—	3/4	Bolts in { Knees.....		
								Shelf or Clamp		
								Nails or Bolts in Flat of Deck	10-9-7/8	10-9-7/8

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Fore and Main Masts of iron box plates in the round, 78 and 79 feet respectively in length and they are each 26 in. diam. plating $\frac{5}{16}$ thick throughout. Both straps $\frac{7}{16}$ double riveted in the lashing edges and triple in butts. Material, manner of work & dimensions same as fore mast.

She has	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.	ANCHORS, N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	300	15	47-10	15	47-10		Bowers	26-0-0	25-12-2	25-2-0	26-4
Fore Top Sails,	(State Machine where Tested, and name of Superintendent).	harker & son		Certificates				(State Machine where Tested, and name of Superintendent).	26-1-4	25-13-0	25-2-0	26-4
Fore Topmast Stay Sails,	Stream Cable	90	7 1/2	1870	7 1/2	1870		Stream	24-3-21	22-6-0	21-2-6	22-2-2
Main Sails,	Hawser	90	9 1/2		9							
Main Top Sails,	Towlines	90	15		5							
	Warp											
	All of good quality							Kedges	2-3-13		2-3-0	1

Her standing and Running Rigging ^{of wood} ~~and Hemp~~ sufficient in size and good in quality. She has two ^{Long} Boats and two others

The present state of the Windlass is good Capstan good and Rudder good Pumps two main pumps of new

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Hanging Tents through Bulmarks

Cargo Hatchways.—How formed? *Raft-iron carlin's and iron State size* *One Hatch 4ft-6 ins x 4ft 4*

If of extraordinary size, state how framed and secured? *plate 19/16 to 2 1/16 thick* *After Patch - in Mo -*

What arrangement for shifting beams? *Wellsbrook Daniel*

Hatches, themselves, whether strong and efficient? Strong and Efficient Main Hatchways:—State size 4 ft 6 in x 7 ft 6 in

No. _____	DATES OF Surveys held while building as per Section No. 2.	1st. On the wood keel, stem, sternpost, deadwood, and frames before painting or coating
Date _____		2nd. On all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
Order for Ordinary Survey		3rd. When the vessel was planked outside, dubbed fair, and all the fastenings completed, but before she was either caulked, coated, or cemented
No. _____		4th. When the vessel was caulked, but before the bolt-heads were cemented or had dowells fitted over them
Date _____		5th. When the vessel was completed, launched, and equipped

General Remarks,

General Remarks, This Vessel is well built and is fitted with a "divided quarter deck" and "Monkey-forecastle" the beams of the former are of built and angle irons of the same dimensions as described for upper deck beams. The fore-castle beams are of angle irons $5 \times 3 \times \frac{3}{4}$ half the breast-beam double.

A Strander has been fitted 'in excess of the Rules' between the Kilgus Nelson and Strander in Hold of Tiron $6 \times 4 \times \frac{10}{16}$ and Deckhead in's for 114 put amid ships

He is built in accordance with the Rules and being fully equipped is in my opinion eligible to be classed as named below.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside

Present condition of Cauling of Bottom Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled on part felt and 2 When last done now

I am of opinion this Vessel should be Classed BAI ^{* King paper 3}

The Amount of the Fee.....£ 6 : 0 : 0 is received by me,

Special £ 29. 24. 0
Certificate £ 21. 11. 40

Committee's Minute 20 November 1870

Character assigned $\frac{1}{2}$ $\frac{1}{4}$ $\frac{1}{8}$ $\frac{1}{16}$ $\frac{1}{32}$ $\frac{1}{64}$ $\frac{1}{128}$ $\frac{1}{256}$ $\frac{1}{512}$ $\frac{1}{1024}$ $\frac{1}{2048}$ $\frac{1}{4096}$ $\frac{1}{8192}$ $\frac{1}{16384}$ $\frac{1}{32768}$ $\frac{1}{65536}$ $\frac{1}{131072}$ $\frac{1}{262144}$ $\frac{1}{524288}$ $\frac{1}{1048576}$ $\frac{1}{2097152}$ $\frac{1}{4194304}$ $\frac{1}{8388608}$ $\frac{1}{16777216}$ $\frac{1}{33554432}$ $\frac{1}{67108864}$ $\frac{1}{134217728}$ $\frac{1}{268435456}$ $\frac{1}{536870912}$ $\frac{1}{1073741824}$ $\frac{1}{2147483648}$ $\frac{1}{4294967296}$ $\frac{1}{8589934592}$ $\frac{1}{17179869184}$ $\frac{1}{34359738368}$ $\frac{1}{68719476736}$ $\frac{1}{137438953472}$ $\frac{1}{274877906944}$ $\frac{1}{549755813888}$ $\frac{1}{1099511627776}$ $\frac{1}{2199023255552}$ $\frac{1}{4398046511104}$ $\frac{1}{8796093022208}$ $\frac{1}{17592186044416}$ $\frac{1}{35184372088832}$ $\frac{1}{70368744177664}$ $\frac{1}{140737488355328}$ $\frac{1}{281474976710656}$ $\frac{1}{562949953421312}$ $\frac{1}{1125899906842624}$ $\frac{1}{2251799813685248}$ $\frac{1}{4503599627370496}$ $\frac{1}{9007199254740992}$ $\frac{1}{18014398509481984}$ $\frac{1}{36028797018963968}$ $\frac{1}{72057594037927936}$ $\frac{1}{144115188075855872}$ $\frac{1}{288230376151711744}$ $\frac{1}{576460752303423488}$ $\frac{1}{1152921504606846976}$ $\frac{1}{2305843009213693952}$ $\frac{1}{4611686018427387904}$ $\frac{1}{9223372036854775808}$ $\frac{1}{18446744073709551616}$ $\frac{1}{36893488147419103232}$ $\frac{1}{73786976294838206464}$ $\frac{1}{147573952589676412928}$ $\frac{1}{295147905179352825856}$ $\frac{1}{590295810358705651712}$ $\frac{1}{1180591620717411303424}$ $\frac{1}{2361183241434822606848}$ $\frac{1}{4722366482869645213696}$ $\frac{1}{9444732965739290427392}$ $\frac{1}{18889465931478580854784}$ $\frac{1}{37778931862957161709568}$ $\frac{1}{75557863725914323419136}$ $\frac{1}{151115727451828646838272}$ $\frac{1}{302231454903657293676544}$ $\frac{1}{604462909807314587353088}$ $\frac{1}{1208925819614629174706176}$ $\frac{1}{2417851639229258349412352}$ $\frac{1}{4835703278458516698824704}$ $\frac{1}{9671406556917033397649408}$ $\frac{1}{19342813113834066795298816}$ $\frac{1}{38685626227668133590597632}$ $\frac{1}{77371252455336267181195264}$ $\frac{1}{154742504910672534362390528}$ $\frac{1}{309485009821345068724781056}$ $\frac{1}{618970019642690137449562112}$ $\frac{1}{1237940039285380274899124224}$ $\frac{1}{2475880078570760549798248448}$ $\frac{1}{4951760157141521099596496896}$ $\frac{1}{9903520314283042199192993792}$ $\frac{1}{19807040628566084398385987584}$ $\frac{1}{39614081257132168796771975168}$ $\frac{1}{79228162514264337593543950336}$ $\frac{1}{158456325028528675187087900672}$ $\frac{1}{316912650057057350374175801344}$ $\frac{1}{633825300114114700748351602688}$ $\frac{1}{1267650600228229401496703205376}$ $\frac{1}{2535301200456458802993406410752}$ $\frac{1}{5070602400912917605986812821504}$ $\frac{1}{10141204801825835211973625643008}$ $\frac{1}{20282409603651670423947251286016}$ $\frac{1}{40564819207303340847894502572032}$ $\frac{1}{81129638414606681695789005144064}$ $\frac{1}{162259276829213363391578010288128}$ $\frac{1}{324518553658426726783156020576256}$ $\frac{1}{649037107316853453566312041152512}$ $\frac{1}{1298074214633706907132624082305024}$ $\frac{1}{2596148429267413814265248164610048}$ $\frac{1}{5192296858534827628530496329220096}$ $\frac{1}{10384593717069655257060992658440192}$ $\frac{1}{20769187434139310514121985316880384}$ $\frac{1}{41538374868278621028243970633760768}$ $\frac{1}{83076749736557242056487941267521536}$ $\frac{1}{166153499473114484112975882535043072}$ $\frac{1}{332306998946228968225951765070086144}$ $\frac{1}{664613997892457936451903530140172288}$ $\frac{1}{1329227995784915872903807060280344576}$ $\frac{1}{2658455991569831745807614120560689152}$ $\frac{1}{5316911983139663491615228241121378304}$ $\frac{1}{10633823966279326983230456482242756608}$ $\frac{1}{21267647932558653966460912964485513216}$ $\frac{1}{42535295865117307932921825928971026432}$ $\frac{1}{85070591730234615865843651857942052864}$ $\frac{1}{170141183460469231731687303715884105728}$ $\frac{1}{340282366920938463463374607431768211456}$ $\frac{1}{680564733841876926926749214863536422912}$ $\frac{1}{1361129467683753853853498429727072845824}$ $\frac{1}{2722258935367507707706996859454145691648}$ $\frac{1}{5444517870735015415413993718908291383296}$ $\frac{1}{10889035741470030830827987437816582766592}$ $\frac{1}{21778$

Character assigned 121 for 10 years Classification as recommended

about.