

Length aloft		Foot.	Inches.	Extreme Breadth Outside		Foot.	Inches.	Depth of Hold		Foot.	Inches.	Thickness of Plank.		INCHES.	Required per Rule.	
		Sided.	Moulded.			Sided.	Moulded.			Sided.	Moulded.			In Ship.	Required per Rule.	
Scantlings of Timber.																
TIMBER AND SPACE		28		28				Outside.				Inside.				
Floors		11 1/2	11 1/2	11 1/2	11 1/2	10 1/2		Garboard Strakes		9 + 8 1/2	3 3/4	Limber Strakes		3 3/2	4	
1st Foothooks		10 3/4	10 1/2	10 1/2	10 1/2	9 1/2		Garboard to Bilge		3 3/4	3 3/4	Bilge Planks		4	4	
2nd Ditto		9 1/2	9 1/4	9 1/2	9 1/2	8 1/2		Bilge Planks		4 1/4	3 3/4	Ceiling in Flat		4	3	
3rd Ditto								Bilge to Wales		4 1/4	3 3/4	Ditto Bilge to Clamp		3	3	
Top Timbers		8 1/2	7	6 1/4	8 1/2	8 1/2	6	Wales		5	5	Hold Beam Clamps		4	4	
Deck } N° 28 Average Space }		4 feet	8 1/4	9	7 1/4	8 1/4	8 1/4	7 1/4	Topsides		4 1/4	4	Deck Beam Ditto		3 1/4	3
Deck Beams, length amidships		26 1/2 feet						Sheer Strakes		4 1/4	4	Ceiling 'twixt Decks		2 1/2	2 1/2	
Hold } N° 17 Average Space }		4 + 8 feet	12	12	10 1/4	12	12	10	Plank Sheers		3 3/4	3 3/4	Hold Beam Shelves		11 x 4 1/2	
Hold Beams, length amidships		26 1/2 feet						Water-Upper Deck		11 1/4	7 1/2	Deck Beam Ditto		12 x 4 1/2		
Keel		13 1/2	15 1/2	13 1/2	13 1/2			Ways } Lower Deck								
Scarphs of Ditto		5 feet 10 inches		5 feet 9 inches				Ditto, faying surface against Timbers		8						
Keelsons		4 1/4	1 1/4	1 1/2	1 1/2			Upper Deck		3	3					
Scarphs of Ditto		4 feet		6 feet 9 inches												

	Copper as Y.M. in Ship.	Iron in Ship.	Inches required per Rale	Copper as Y.M. in Ship.	Iron in Ship.	Inches required per Rale		Copper as Y.M. in Ship.	Iron in Ship.	Inches required per Rale
Heel-Knee, & Deadw'd abaft	1 1/4	1 1/4		1 1/8	1 1/8		Hold Beam	Waterway ..	1 1/2	1 1/2
Scarphs of Keel, N ^o . 4	1 1/2	1 1/2		1 1/2	1 1/2		Bolts in	Knees	1 1/2	1 1/2
Keelson Bolts through Keel	1 1/8	1 1/8		1 1/2	1 1/2			Shelf or Clamp	1 1/2	1 1/2
at each Floor	1 1/8	1 1/8		1 1/2	1 1/2		Deck Beam	Waterway ..	1 1/2	1 1/2
Bolts thro' Heels of Timbers	1 1/2	1 1/2		1 1/2	1 1/2			Bolts in	Knees	1 1/2
against Deadwood	1 1/2	1 1/2		1 1/2	1 1/2		Shelf or Clamp		1 1/2	1 1/2
Transoms and throats of Hooks	1 1/8	1 1/8		1 1/2	1 1/2		Nails or Bolts in Flat of Deck	1 1/2	1 1/2	
Arms of Hooks	1 1/2	1 1/2		1 1/2	1 1/2					
Thro' Bilge & Limber Strakes	1 1/2	1 1/2		1 1/2	1 1/2					
Thickstuff over Double Floors	1 1/2	1 1/2		1 1/2	1 1/2					
Butt End Bolts	1 1/2	1 1/2		1 1/2	1 1/2					
Pintles of the Rudder	1 1/2	1 1/2		1 1/2	1 1/2					

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	240 13	3	22 lb
1	Fore Top Sails,	Hempen Stream Cable	60 8		19 1/2 "
2	Fore Topmast Stay Sails,	Hawser	80 8	1	8 1/2 "
1	Main Sails,	Towlines	80 6		
2	Main Top Sails,	Warp	80 5	2	4 1/2 "
and <u>other sails complete suit</u> <u>all of best Canvas.</u>		All of <u>best</u> quality.			

Her Standing and Running Rigging is all sufficient in size and best Wire in quality.

She has Long Boat and One Shiff and One Fig
The present state of the Windlass is Strong Rudder Strong Pumps 2 Metal

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	<u>17th June. 25th August 31st September 1859. 11th January 1860.</u>
2nd. When the Beams are put in, &c.	<u>March 10th April 30th May 19th June 5th July 12th September 1860.</u>
3rd. { When completed, and before the plank be painted or payed }	<u>25th Dec. 9th May 19th July 7th August 6th 18th September 1861.</u>

Proving Certificate for Chains produced. - Tested to 3 1/2 Tons

This is a good, and strong Ship, built with Double Floors, she is fastened throughout with Yellow Metal Nails, to the entire exclusion of Iron with the exceptions according to Rule. Deck Nails Galvanized Iron. She is well found in all Stores. Mr Duke inspected her along with me.

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Plating When last done 1861

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

The Amount of the Fee.....£ 5 : : : is received by me, Walter Barton

Special£ : :

1/2 Certificate£ 5 : : :
5 : : :
5 : : :

Committee's Minute 20th September 1861

Character assigned A 1

Travelling expenses £ 2 10/-



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