

No. 3989 Survey held at Alcoa Date, first Survey Sept 1885 Last Survey 9 Dec 1886
on the BK "Roanoke" Master John Mackay

TONNAGE under Tonnage Deck 281.48
Ditto of Spar Deck, or Awning Deck
Ditto of ~~Deck~~ Raised Or. Dk. 27.44
Ditto of Houses on Deck 31.63
Ditto of ~~Engine Room~~
Gross Tonnage 341.23
Crew Space, as per Rule 16.14
Register Tonnage, out on Beam 325.09
Engine Room
Register Tonnage, as a Steamer, }
out on the Beam }

Built at Alcoa When built 1846 Launched 17 Nov 1846
By whom built Roy Mitchell Owners Roy Mitchell
Port belonging to Alcoa Destined Voyage West Indies
If Surveyed while Building, Afloat, or in Dry Dock While building in Dry Dock

Length as per section 39	Feet. 128	Inches. 4	Extreme Breadth Outside	Feet. 27	Inches. 6	Depth of Hold	Feet. 12	Inches. 11	Number of Decks	ONE
Length of Keel	122	6								
Scantlings of Timber.										
TIMBER AND SPACE										
Floors	Double	10 1/2	10 3/4	23	8 1/2	8 1/2	Outside Plank.			
1st Foothooks		9 1/2	10	8 1/2	8 1/2	8 1/2	Garboard Strakes	In Ship. 3	Required per Rule. 3	Dimensions of Ship per Register, length 29.5 breadth 27.5 depth 13.0
2nd Ditto		9	8 1/2	7 1/2	7 1/2	7 1/2	Garboard to Bilge	3 1/2	3	
3rd Ditto		8 1/2	8 1/2	7	7	7	Bilge Planks	4 1/2	3	Inside Plank.
Top Timbers		8	7	6	7	7	Bilge to Wales	4	3	
Deck	No. 25 Average Space 3.0 1/2	8 1/2	9	7 1/2	8 1/2	8 1/2	Wales	4 1/2	4 1/2	
Beams	No. 24 Average Space 3.0 1/2	8 1/2	9	7 1/2	8 1/2	8 1/2	Topsides	4	3 1/2	
Deck Beams, length amidships		25 1/2	6 in	25 1/2			Sheer Strakes	4	3 1/2	
Hold	No. Average Space						Plank Sheers	3 1/2	3	
Beams							Water Upper Deck	10 x 10	6 1/2	
Hold Beams, length amidships							Ways Lower Deck			
Keel		12	13 1/2	11 1/2	11 1/2		Ditto, facing surface against Timbers	7	6	
Scarp of Ditto		5 1/2	3 in	5 1/2	12 1/2		Upper Deck	3	3	
Keelsons		15 1/2	18	12 1/2	12 1/2					
Scarp of Ditto		3 1/2	3 in	3 1/2	0					

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

Heel-Knee, & Deadw'd abaft	Copper 1 1/2	Iron 1 1/2	Inches required per Rule 1 1/2	Transoms and throats of Hooks	Copper 1 1/2	Iron 1 1/2	Inches required per Rule 1 1/2	Hold Beam	Waterway ..		
Scarp of Keel, No. 4	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2	Bolts in	Knees		
Keelson Bolts through Keel	1 1/2	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	1 1/2		Shelf or Clamp		
at each Floor	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1 1/2	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	Butt End Bolts	1 1/2	1 1/2	1 1/2	Bolts in	Knees	1 1/2	1 1/2
against Deadwood	1 1/2	1 1/2	1 1/2	Short Bolts in Ceiling	1 1/2	1 1/2	1 1/2		Shelf or Clamp	1 1/2	1 1/2
Frame Bolts	1 1/2	1 1/2	1 1/2	Pintles of the Rudder	2 1/2	2 1/2	2 1/2	Nails or Bolts in Flat of Deck		6	6
								TreenailsInches	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of Danish & British Oak The First Foothooks of Danish & British Oak

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of British Oak

The Main Keelson is Pitch Pine and — free from all defects. The Shifts of the First and Second Foothooks are not less than 1 1/2 in breadth

(The Rider Keelson is Pitch Pine) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of British Oak ditto. The rest of the Shifts of the Frame are good

Deadwood, of British Oak and — ditto. The Frame is well squared from First Foothook Heads upwards,

The Stem, and Stern Post of British Oak ditto. and — free from sap, and from thence downwards, the frame is good

The Deck and Hold Beams of British & Danish Oak The — Frames are well bolted together to the Gunwale.

Breasthooks of Iron Knees of British Oak N.B. If not, state how bolted

The Main piece of Rudder of British Oak Windlass of British Oak The Butts of the Timbers are — close together; their thickness not

(The Keel of Amst. Oak) less than 10 in of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the choek.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Pitch Pine for planking on the Keel

From the above named height to the Wales Pitch Pine & Larch

The Wales and Black-strakes Pitch Pine & Larch The Topsides & Sheer-strakes Pitch Pine & Larch

The Spiketting and Plank-sheers Pitch Pine The Water-ways { Upper Deck Pitch Pine

The Decks Yellow Pine State of good Lower Deck

The Shifts of the Planking are not less than 12 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 Shelf Pieces and Clamps Pitch Pine

Fastenings.—To Hold Beams

Deck Beams Doubled to shelves & waterways. Iron straps round timber & beams
the ends of Rider knees & two pairs of hanging knees British Oak
bedding knees at ends of hull

Number of Breasthooks five Pointers one Crutches one wood & two 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 Galvan bolted through and clenched. Treenails of Loose How Made Machine

Thickstuff over Double Floors Galvan 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 Roy Mitchell Surveyor's Signature John Raw

Surveyor to Lloyd's Register of British and Foreign Shipping.

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

N ^o .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
1 st	Fore Sails,	Chain	108-3/4	1 1/2	25-7-20	195-1 1/2	25-7-20	1 st	12-1-1/2	14-4-10-0	12-1-1/2	14-4-10-0	14-4-10-0
2 nd	Fore Top Sails,		90-1	1 3/4	25-7-20	195-1 1/2	25-7-20	2 nd	12-0-9	13-9-2-0	11-3-0	13-15-0-0	13-15-0-0
3 rd	Fore Topmast Stay Sails,		59-1/2	1 1/2	25-7-20	195-1 1/2	25-7-20	3 rd	10-0-2	12-1-3-0	10-0-22	12-3-0-0	12-3-0-0
4 th	Main Sails,	Strm Cbl.	75	4/6				4 th	5-0-21		5-0-0-0		
5 th	Main Top Sails,	Hawser	90	9		90-1-1/2		5 th	2-4-26		2-2-0-0		
6 th		Towlines	90	5 1/2		90-5 1/2		6 th	1-1-3		1-1-0-0		
7 th		Warp	90	1 1/2				7 th					
8 th		All of <i>good quality</i>						8 th					

Her Standing and Running Rigging *good* sufficient in size and *good* in quality. She has *19ft* Long Boat and *1 1/2* Pumps *one pair. Iron 3 Good*

The present state of the Windlass is *good* Capstan *one pair. Iron 3 Good* and Rudder *Good*

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?

2 pairs of scuppers & 3 wash ports each side

Cargo Hatchways.—How formed? *Wood Coamings dovetailed* State size *10ft 4-0 x 4-0 after 4-3 x 4-0*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

yes Main Hatchways.—State size *12-2 x 8-0*

Order for Special Survey, No. <i>228</i>	DATES of Surveys	1st. When the Frame is completed	<i>Built under Special Survey & Surveyed - 1875.</i>
Date <i>15th Sept 1875</i>	held while build-	2nd. When the Beams are put in, &c.	<i>Sept 1. 16. Oct 11. Nov 15. 27 Dec 2. 6</i>
Order for Ordinary Survey, No. <i>1</i>	ing, as per Section	3rd. When completed, and before the plank be painted or payed	<i>1876 Jan 22 Feb 5. 4 Mar 14. 16 Apr 27 May 24</i>
Date <i>1</i>	35.		<i>July 6. 12 Aug 7 (not in progress between these dates) Nov 28 Dec 2. 9.</i>
No. <i>4</i> in Builder's Yard.			

General Remarks.

This vessel has 16 pairs, including one pair round stern, of diagonal iron plate riders 4 x 1/2 closely inserted on the outside of frame.

Fastenings in accordance with Section 46 paragraph 2 whereby she is entitled to two additional years: bolts in thick stuff over double floors are of galvanized iron driven from inside & clenched on timbers.

Salt placed in openings of frame, as per Section 34. Hull on inside & outside: Beams not salted. Quantity of salt used 18 tons.

She has a Raised Quarter Deck 42ft long: a deckhouse 19ft long and a Monkey Forecastle 17ft long

This is a well built vessel, and in my opinion eligible to be

Classed 9 years under Table A
2 --- --- Section 46
1 --- --- 34
12 years.

Present condition of Caulking of Bottom *Good* Deck, *Good* and Waterways *Good*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled *Yellow metal on hull* When last done *now*

I am of opinion this Vessel should be Classed *12 A. 1*

The Amount of the Entry Fee *4 : 0 : 0* received by me, *John Dawkins*

Special *17 : 1 : 0* 9th Dec 1876

Certificate .. : :

(Travelling Expenses, if any, £670.2)

Committee's Minute *12th December 1876*

Character assigned *A 1 pr 12 yrs*

CF

Salted

11/12/76