

No. 1 Survey held at Nobarton Date, first Survey April 15th Last Survey Augst 14th 1872
on the Barque "Maratah" of Nobarton Master John Fisher

under Tonnage Deck
Spar Deck, or Awning Deck
Poop, or Raised Or. Dk.
Houses on Deck
Forecastle
Tonnage
Space, as per Rule
Tonnage, out on Beam
Room
Register Tonnage, as a Steamer,
out on the Beam

Built at Nobarton When built 1842 Launched June
By whom built John Lucas Owners William Fisher & Co.
Port belonging to Nobarton Destined Voyage Antwerp
If Surveyed while Building, Afloat, or in Dry Dock While Building and Afloat
Belong

Length as per section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	113						11		1
Scantlings of Timber.									
TIMBER AND SPACE	21. Inca.								
Floors	4	10	23	9 1/2					
1 st Foothooks	4		7 3/4	8 1/2					
2 nd Ditto	4		7	8 1/2					
3 rd Ditto	4		7 1/2	7 1/2					
Top Timbers	7		7	7					
Deck } No. 22 to Average } 2-10 to 3 feet			9 x 8	11	9 1/2	6 1/2			
Beams } Break off top									
Deck Beams, length amidships	22-8								
Hold } No. 11 to Average }									
Beams } Space }									
Hold Beams, length amidships									
Keel	12 x 14			11 1/2					
Scarp of Ditto	1-7 Feet								
Keelsons in. Inc. length	10 1/2 x 13			13 1/2					
Scarp of Ditto	1-6			5					
Outside Plank.									
Garboard Strakes	3	3							
Garboard to Bilge	3	3 1/2							
Bilge Planks	4	3 1/2							
Bilge to Wales	3								
Wales	4 1/2	4 1/2							
Topsides	3 1/2								
Sheer Strakes	4	3 1/2							
Plank Sheers	3 1/2	3							
Water } Upper Deck	7 x 12	6							
Ways } Lower Deck									
Ditto, faying surface against Timbers									
Upper Deck									
Inside Plank.									
Limber Strakes	4	3 1/2							
Bilge Planks	4	3 1/2							
Ceiling in Flat									
Ditto Bilge to Clamp	2 1/2	2 1/2							
Hold Beam Clamps	5 x 13	90 ft							
Deck Beam Ditto	5 x 13	long							
Ceiling 'twixt Decks									
Hold Beam Shelves									
Deck Beam Ditto	5 x 13	3 1/2							

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2	Hold Beam	3/4	1 1/2	1 1/2
Scarp of Keel, No.	1 1/2	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2	1 1/2	Bolts in	3/4	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/2	1 1/2	1 1/2	Deck Beam	3/4	1 1/2	1 1/2
Bolts thro' Heels of Timbers against Deadwood	3/4	1 1/2	1 1/2	Thickstuff over Double Floors	3/4	1 1/2	1 1/2	Bolts in	3/4	1 1/2	1 1/2
Frame Bolts	3/4	1 1/2	1 1/2	Butt End Bolts	3/4	1 1/2	1 1/2	Nails or Bolts in Flat of Deck	1	9. dm	1 1/2
				Short Bolts in Ceiling	3/4	1 1/2	1 1/2	Treenails	1 1/2	1 1/2	1 1/2
				Pintles of the Rudder	2 1/2	2 1/2	2 1/2				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 10 Inches. The Space between the Top-Timbers is 10 Inches.

The Floors consist of Blue Gum - 10
The Second Foothooks of Blue Gum - 10
The Main Keelson is Ditto - 10 and free from all defects.
The Transoms, Knightheads, Hawse Timbers, & Aprons of ditto.
Deadwood, of Ditto and ditto.
The Stem, and Stern Post of Ditto - 10 ditto.
The Deck and Hold Beams of Ditto - 12
The Breasthooks of Ditto - 10
The Knees of Ditto - 12 The Keel of Ditto
The Main piece of Rudder of Ditto - 10 of Windlass of Ditto - 18 inches. The Frame is not chocked with — Butt at each end of the chock.
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Blue Gum -
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Blue Gum - 1
From the Light Water Mark to the Wales Ditto - 10
The Wales and Black-strakes Ditto - 10 The Topsides & Sheer-strakes Blue Gum - 10
The Spirketting and Plank-sheers Ditto - 10 The Water-ways { Upper Deck Guano Pine
Lower Deck —
The Decks Guano Pine State of Clear long lengths
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 3 planks between, and without step-battens.

Planking Inside.—The Limber-strakes and Bilge-strakes are Blue Gum - 12
The Ceiling, Lower Hold, and between Decks Ditto - 12 Shelf Pieces and Clamps Blue Gum - 12
Fastenings.—To Hold Beams all Yellow Metal in Lodging Knees and Iron Hanging as of which
there are 13 Hanging Knees on each side round the Bilge - 7 Pair is the Rule
Deck Beams as above

Number of Breasthooks 11 Pointers 1 Crutches —
Butt End Bolts are of Yellow Metal in the Bottom 2 Yellow M. Bolts in each Butt End all through and clenched.
Bilge and Limber Strakes are all bolted through and clenched. Treenails of Blue Gum 1 1/2 How Made Turned
Thickstuff over Double Floors all through bolted through and clenched. General Quality of Workmanship First Class

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

Signature

Surveyor's Signature

Lloyd's Register
Foundation

Her Masts, Yards, &c., are in

condition, and sufficient in size and length.

[illegible]

Her Standing and Running Rigging Yarn sufficient in size and good in quality. She has 1 Long Boat and 1 Jolly Boat

The present state of the Windlass is Good and Capstan double Wench and Rudder Good Ricks Pumps 2 Iron -

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?

The Snappers are of Copper 2 on each side and Hinged Ports in the lower

argo Hatchways.—How formed? *Main Hatch square & deep beamings* State size *4 feet x 5* *Yrs & after Hatch*
of extraordinary size, state how framed and secured?

What arrangement for shifting beams? No Shifting Beams

atches, themselves, whether strong and efficient? Strong & efficient Main Hatchways.—State size as above —

Main Hatchways.—State size *as above* —

ler for Special Survey, *the 11th* of *Sept* 1st. When the Frame is completed —

No. Date April 15-16-17-18 ^{at} DATES of Surveys 11 12 13 14 2nd. When the Beams are put in. &c. —

April ^{the} 15 - ^{the} 16 - ^{the} 17. 18

DATES of Surveys

1st. When the Frame is completed —

2nd. When the Beams are put in, &c. —

ler for Ordinary Survey, as per Section 35. 2-1 (When completed, and before the)

No. 5 Date Aug¹⁴ 1884 as per Section 33. (5rd.) plank be painted or payed } —

Aug^o 14

as per Section 35.

3rd. { When completed, and before the } —
plank be painted or payed }

General Remarks. Went over to Hobartown/Tasmania! at about 10.30

Went over to Hobartown (Tasmania) as stated and surveyed this

but while on the stocks being nearly all planed but the frame above and below except
- Survey - This Vessel is fitted with a Centre Board in a strongly built case sides of
which are of 6 1/2 inch Blue Gum - all dovetailed and Bolted with 1 1/2 in Yellow Metal and
of lined with 2 inch stuff all the joints are laid with Marine glue the inner sides is
runamed and sheathed with 30 OZ Metal over Hair Felt and is strongly secured with two
very heavy Iron knees on each side the Centre Board works at the side of the main keel and
the case is strengthened with heavy fore and aft Stringers thoroughly well secured with Yellow
Metal Bolts driven vertically and horizontally

The Workmanship on this vessel is of a very superior description indeed I have never seen it surpassed and the materials Tasmanian Blue Gum - having such long lengths clean and quite free of sap or any defects. The vessel is a fine Model flat floor with fine ends and is intended to trade in the shallow ports of China - She is not yet sheathed with metal sheathing as they intend to make a few short voyages as Blue Gum plankning swells so that it is best to be well soaked before the sheathing is put on as it has in some cases started off the sheathing when put on dry - But she will be sheathed before she proceeds to China. The vessels built at this Port Hobartown are generally of a very substantial kind and some of them over 10 years old here are in a wonderful state of preservation and the durable quality of Gum Pine that grows in Tasmania is not well known in Europe its durability is quite astonishing.

Present condition of Caulking of Bottom First Rate & Deck, also - and Waterways and Mancocks also -

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled stated above When last done —

When last done _____

I am of opinion this Vessel should be Classed Over-Ten Years. 10. R

The Amount of the Entry Fee.....£ 10. 2. : is received by me, *David Macleod*

Travelling Expenses, Special.....£ 10 " : " :

(if any) £ - - Certificate....

Committee's Minute 16. 20. 2. 0 18 42

cter assigned. 1 box of Gunstunben materials intall new Gunstunben

1 box of Greenstamper materials, etc.

21st March 1873. #A

Handwritten text: "Handwritten text: ..."

David Macleod

The proportions of the vessel appear
 now plates in the frame, but she has
 13 pairs of iron sides, keels & which clamps
 & then strake. By Table A, this vessel
 uses timber materials in the hull & the cl
 S.A.

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Lloyd's Register
Foundation