

No. 1421 Survey held at Myland, Milford Date August 8, 1873 Rec'd 6/9/73 1873/1421  
on the "Steamer" for River purposes Liberia Master  
Tonnage under tonnage deck                      Built at Myland When built 1873 Launched will be on the 8 Sept  
Ditto of poop or spar deck                      By whom built Mr Gaddam Owners                       
Total tonnage about 28 Port belonging to                      Destined Voyage                       
If Surveyed while Building, Afloat, or in Dry Dock                     

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold .....	Feet.	Inches.	Number of Decks
Length of Keel .....	62	0	12	6	4	4	4	4	One
(Depth from limber-strakes to under side of lower deck beam)									
<b>Scantlings of Timber.</b>									
TIMBER AND SPACE .....	18								
Floors .....	5	5	5						
1st Foothooks .....	4 1/2	4 1/2							
2nd Ditto .....	4 1/2	4							
3rd Ditto .....	4	3 1/2							
Top Timbers .....	4	3 1/2							
Deck No 8 Average Space	4 1/2	5 1/2	5 1/2						
Beams	11 7/8 feet								
Deck Beams, length amidships									
Hold No Average Space									
Beams									
Hold Beams, length amidships									
Keel .....	6 x 9	in one length							
Scarphs of Ditto .....									
Keelsons .....	6 x 10	in one length							
Scarphs of Ditto .....									
<b>Outside Plank.</b>									
Garboard Strakes ..	2 1/4								
Garboard to Bilge ..	2								
Bilge Planks .....	2								
Bilge to Wales ....	2								
Wales .....	2								
Topsides .....	2								
Sheer Strakes .....	2								
Plank Sheers .....	2								
Water Upper Deck	2 1/4								
Ways Lower Deck									
Ditto, faying surface against Timbers ..	2 1/4								
Upper Deck .....	2								
<b>Dimensions of Ship per Register,</b>									
length									
breadth									
depth									
<b>Inside Plank.</b>									
Limber Strakes ...	2								
Bilge Planks .....	2								
Ceiling in Flat ....	1 3/8								
Ditto Bilge to Clamp	1 3/8								
Hold Beam Clamps ..									
Deck Beam Ditto ..	2								
Ceiling 'twixt Decks									
Hold Beam Shelves ..									
Deck Beam Ditto ..									

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		3/4		Transoms and throats of Hooks				Hold Beam			
Scarphs of Keel, No.				Arms of Hooks .....		3/4		Bolts in			
Keelson Bolts through Keel		3/4		Thro' Bilge & Limber Strakes		5/8		Deck Beam			
at each Floor .....				Thickstuff over Double Floors				Bolts in		3/4	
Bolts thro' Heels of Timbers		5/8		Butt End Bolts .....		5/8		Waterway ..			
against Deadwood .....				Pintles of the Rudder .....		1 1/2		Knees .....			
								Shelf or Clamp			
								Waterway ..			
								Knees .....			
								Shelf or Clamp			
								Nails or Bolts in Flat of Deck			
								Treenails .... Inches			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 11 1/8 Inches. The Space between the Top-Timbers is 11 1/8 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 1/6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are all according to rule

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

The                      Frames are all belted together to the Gunwale. N. B. If not, state how belted.

The Butts of the Timbers are                      close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is Cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is American Elm The Main Keelson is Red Pine and is free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, (Hawse Timbers, Red Pine)

and Aprons of English Oak Deadwood, of English Oak and are                      free from all defects.

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

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Red pine

or to the First Foothook Heads }

From the above named Height to the Light Water Mark Red pine

From the Light Water Mark to the Wales Red pine

The Wales and Black-strakes are Red pine The Topsides & Sheer-strakes Red pine

The Spirketting and Plank-sheers Red pine The Water-ways { Upper Deck Red pine

Lower Deck                     

The Decks Red Pine State of good

The Shifts of the Planking are not less than 5 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                      between, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Red pine

The Ceiling, Lower Hold, and between Decks Red pine Shelf Pieces and Clamps Red Pine

**Fastenings.**—To Hold Beams                     

                    

Deck Beams English Oak with half beam fitted between, and fastened with

English Oak Pines.

                    

Number of Breasthooks One Iron on Wings Pointers                      Gratches                     

Butt End Bolts are of 4. Metal & Iron in the Bottom. Two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English Oak How Made hand made and

Thickstuff over Double Floors                      bolted through and clenched. General Quality of Workmanship good planed

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

Builder's Signature Gaddam Perry Surveyor's Signature William George

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

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Size.	Tested to. as per Certificate.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Tested to. as per Certificate.
	Fore Sails,	Chain .....				Bower, .....			
	Fore Top Sails,	Hempen Stream Cable ..							
	Fore Topmast Stay Sails,	Hawser .....				Stream, .....			
	Main Sails,	Towlines .....							
	Main Top Sails,	Warp .....				Kedge, .....			
	and	All of _____ quality.							

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is } good Capstan \_\_\_\_\_ Rudder good Pumps \_\_\_\_\_  
*Spinnelle through*

Order for Special Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

Order for Ordinary Survey,

No. \_\_\_\_\_ Date \_\_\_\_\_

DATES of Surveys  
held while building,  
as per Section 35.

1st. When the Frame is completed \_\_\_\_\_

2nd. When the Beams are put in, &c. \_\_\_\_\_

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

*Hatch over Engine room 10ft by 6ft*  
*Hatch for Cargo 11ft by 5*

### General Remarks

*This Vessel Built for River purposes only; with good materials  
Iron nail fastened from keel up to about 2<sup>nd</sup> futtock heads, and  
Bolt bolts Yellow Metal, and Iron; Lumber Strakes, and bulge  
Strakes, in midship part of Vessel, bolted with Iron through bolts,  
From about 2<sup>nd</sup> futtock heads, to plank shurs, out side plank  
fastened with Iron dump bolts, and Clamps through bolted  
in midships;*

*Caulking Surveyed and tested in progress of work.*

*In my visits to Mr Harlows yard I called, Mr Gaddarns to  
notice the progress, and materials, & workmanship of this vessel*

*P.S. The reason Mr Gaddarn wished the report to be forwarded  
is, the agreement, made, to be paid when the Certificate  
of Class, was produced,*

*We recommend the Vessel to the kind Consideration of  
the Committee, as entitled to the 7 Years grade A for Materials  
and Workmanship  
1 Year Roof, or as the Committee  
may determine,*

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

If Sheathed, ~~Doubled~~, Felted, or Coppered and Zincd on felt When last done now

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, William George

*Sept 1883* Special .....£ 3 : 3 : 0

Certificate .....£ : 2 : 6

*Travelling Expenses* 4.6

Committee's Minute 12<sup>th</sup> September 1883.

Character assigned \_\_\_\_\_

*Am. Class*

*A - for River purposes only  
Hawse timbers 7 yrs. old*  
*J.D.W.*