

No. 284 Survey held at Marseilles Date, first Survey 31/8 Last Survey MONDAY 4 OCT 1869
on the "Nicolo Padre" late jeanne Master Mortola Emanuele

Official Number
TONNAGE under Tonnage Deck
Ditto of Spar Deck, or Avoing Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage 375
Crew Space, as per Rule
Register Tonnage, cut on Beam 356
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Built at St Malo When built 1869 Launched October
By whom built L. Mallard Owners Mortola Emanuele
Port belonging to Genoa Destined Voyage Coast of Guine
If Surveyed while Building, Afloat, or in Dry Dock Afloat & in Dry Dock

Length as per section 39	Feet. 127	Inches. 121	Extreme Breadth Outside ..	Feet. 26	Inches. 0	Depth of Hold....	Feet. 11	Inches. 0	Number of Decks	4
Length of Keel	127	121								
Scantlings of Timber.										
TIMBER AND SPACE.....	21 1/4		23"							
Floors	10 1/2 x 7"		10 1/4							
1st Foothooks	4 x 6 3/4		8 1/4							
2nd Ditto	6 3/4 x 6 3/4		7 1/2							
3rd Ditto	6 3/4 x 6 3/4		5"							
Top Timbers	6 3/4		5"							
Deck {N° 26 Average Space}	44" 8 1/4 x 7 1/2		8 1/2 x 7"							
Beams {N° 26 Average Space}	6 1/2 x 5"									
Deck Beams, length amidships ..	24'									
Hold Beams, length amidships ..	12 1/2 x 11 1/2		10 1/4							
Keel	5' 9"		5' 8"							
Scarp of Ditto	15" x 13 1/2		12 1/4							
Keelsons	5' 6"		5' 0"							
Scarp of Ditto										
Outside Plank.										
Garboard Strakes...	4"		3"							
Garboard to Bilge ..	3 1/2		3"							
Bilge Planks	3 1/2		3"							
Bilge to Wales	3 1/4		3"							
Wales /	3 1/4		4 1/4							
Topsides Spardeck	1 1/4									
Sheer Strakes	3 1/4		3 1/2							
Plank Sheers	4 1/4		4"							
Water Upper Deck										
Ways {Lower Deck}	9 1/2		5"							
Ditto, faying surface against Timbers ...										
Upper Deck.....	3"		3"							
Inside Plank.										
Limber Strakes										
Bilge Planks	3 1/2		3 3/4							
Ceiling in Flat	2 1/4		2 1/2							
Ditto Bilge to Clamp	2 1/4									
Beam Clamps..	4 1/2		3 1/2							
Deck Beam Ditto ..	4"									
Ceiling 'twixt Decks	2 1/2		2 1/4							
Hold Beam Shelves ..	4 1/2		3 1/2							
Deck Beam Ditto....	4"									

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam {Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N°	1 1/4	Salv.	1 1/6	Arms of Hooks.....	1 1/4	Salv.	1 5/16	Bolts in {Knees			
Keelson Bolts through Keel at each Floor	1 1/4	Salv.	1 5/16	Thro' Bilge and Limber Strakes				Shelf or Clamp			
Bolts thro' Heels of Timbers against Deadwood	Salv.	Salv.	1 1/4	Thickstuff over Double Floors ..	Salv.	12/16	1 1/6	Deck Beam {Waterway ..			
Frame Bolts.....	Salv.	Salv.	1 1/4	Butt End Bolts.....	Salv.	12/16	1 1/6	Bolts in {Knees	Salv.		
				Short Bolts in Ceiling	2 1/2	2 3/8		Shelf or Clamp			
				Pintles of the Rudder				Nails or Bolts in Flat of Deck			1 5/16
								TreenailsInches			

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

The Floors consist of Oak
The Second Foothooks of Oak
The Main Keelson is of Oak and is free from all defects.
(The Rider Keelson is Oak)

The Transoms, Knightheads, Hawse Timbers, & Aprons of Oak ditto.
Deadwood, of Oak and ditto.

The Stem, and Stern Post of Oak ditto.
The Deck and Hold Beams of Oak (Spardeck Beams, Oak) The Frames are bolted together to the Gunwale.

Breasthooks of Oak Knees of iron N.B. If not, state how bolted
The Main piece of Rudder of Oak Windlass of Oak

(The Keel of Oak)
The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Oak

From the above named height to the Wales Oak
The Wales and Black-strakes Oak

The Spirketting and Plank-sheers Oak
The Decks Pitch pine State of good
The Shifts of the Planking are not less than 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

The Ceiling, Lower Hold, and between Decks in hold Oak, Iron Decks Shelf Pieces and Clamps Oak on main deck

Fastenings.—To Hold Beams iron knees & riders Pitch pine on Spardeck

Deck Beams

Number of Breasthooks in forward & aft Pointers

Butt End Bolts are of metal in the Bottom Crutches

Bilge and Limber Strakes are bolted through and clenched. Bolts in each Butt End One through and clenched.

Thickstuff over Double Floors bolted through and clenched. Treenails of La cost How Made original

General Quality of Workmanship very good

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

Builder's Signature

Surveyor's Signature L. Mallard

Surveyor

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

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	246	1 1/16		195 1.3/16		Bowers	3	12 cwt		12 1/4 cwt	
2	Fore Top Sails,											12	
2	Fore Topmast Stay Sails,	Hmpn Strm Cbl.	45	5/8		45 1/2						10 1	
2	Main Sails,	Hawser	90	8"		5/8							
2	Main Top Sails,	Towlines	200	3"				Stream	2	5 cwt		3 3/4	
and		Warp						Kedges	1	2 cwt		1 3/4	
		All of <u>good</u> quality											

Her Standing and Running Rigging of hemp sufficient in size and good in quality. She has one Long Boat and one gig

The present state of the Windlass is good Capstan good and Rudder good Pumps 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?

Cargo Hatchways.—How formed?

State size 8 feet x 8 feet.

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient?

Main Hatchways.—State size 8'0" x 8'0"

Order for Special Survey, No. _____
Date _____
Order for Ordinary Survey, No. _____
Date _____
No. _____ in Builder's Yard.

DATES of Surveys
held while build-
ing, 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

General Remarks. This vessel was surveyed under the Rules of the Sections 52, 55 & 56 according to the instructions contained in the letter of the 30th of August ult^o, letter M. She was placed in dry dock, all the V.M. sheathing was stripped. The hold was cleared. A stroke of outside planking was taken out all fore & aft on both sides. One plank was removed at each bow & buttock. The outside planking from light water mark upwards was duffed bright and the remaining timbers scraped. The planks through which the chain & preventer bolts pass were renewed. Iron bolts as per rule were driven out & found good. All the iron bolts are galvanized. Twenty three new metal bolts 1 1/4 dia were driven through the keel, keelson & rider keelson. One plank of ceiling on each side at floor heads was removed. A stroke of deck was removed on each side next to the waterways & the beam ends examined & found good. The windlass was examined & found good. The Chain Cables, Anchors & general equipment are good. The main mast, the upper main topmast yard & the fore yard have been renewed. The bottom has been recaulked from keel to gunwale & sheathed with V.M. on felt. All the timbers & fastenings were found in excellent condition & the workmanship is very good, she is the best built foreign ship that I have seen yet here & has been in good hands.

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

If Sheathed, Doupled, Felted, Coppered, or Yellow Metalled V.M. on felt When last done 10th Sept 1886

I am of opinion this Vessel should be Classed A1 for 5 years

The Amount of the Entry Fee £ 2 : 0 : 0 received by me, }
Special £ 12 : 0 : 0 187 }
Certificate : 5 : 0

(Travelling Expenses, if any, Assurance 2.0.0.)

Committee's Minute FRIDAY 15 OCT 1886 18

Character assigned

Best - for 5 Years
from Dec 86
subject to marking of Freeboard

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