

775

No. 5895 Survey held at Shields. Date Sept^r 4th 1854
on the Ship George Marshall Master J. B. Godfrey.
Tonnage 1361 ¹⁷⁴⁷ ~~3500~~ Built at Shields. When built 1854.
By whom built George Marshall Owners George Marshall
Port belonging to London Destined Voyage via London
If Surveyed Afloat or in Dry Dock On the Ship

Length aloft	Feet. Inches. <u>179</u> ⁹ / ₁₀	Extreme Breadth	Feet. Inches. <u>34</u> ⁸ / ₈	Depth of Hold	Feet. Inches. <u>28</u>
Scantlings of Timber.					
Keel and Space	Inches. <u>30</u>	Inches. Inches. Middle Ends <u>14 1/2</u> <u>14 1/2</u>	Thickness of Plank.		
Side	<u>14 1/2</u>	Moulded	Outside. Inches. <u>4 1/2</u>	Inside. Inches. <u>6</u>	
Foothooks	<u>13 1/2</u>	<u>13 1/2</u> <u>13 1/2</u>	Keel to Bilge	<u>5</u>	Bilge Planks <u>5</u> ⁵³ / ₄
Ditto	<u>12 1/2</u>	<u>12 1/2</u> <u>12</u>	Bilge Planks	<u>4 3/4</u>	Bilge to Wales
Ditto	<u>11 1/2</u>	<u>11 1/2</u> <u>11</u>	Bilge to Wales	<u>6 5/8</u>	Wales
Timbers	<u>10 3/4</u>	<u>10 3/4</u> <u>7 1/2</u>	Wales	<u>4 1/2</u>	Topsides
Keel Beams N ^o <u>31</u> Average Space <u>4 ft 6 in</u>	<u>11 1/4</u>	<u>11 1/4</u> <u>8 1/2</u>	Topsides	<u>4 1/2</u>	Sheer Strakes
Deck Beams N ^o <u>29</u> Average Space <u>4 ft 4 in</u>	<u>14</u>	<u>14</u> <u>11 1/2</u>	Sheer Strakes	<u>4 1/2</u>	Plank Sheers
	<u>15 1/2</u>	<u>19</u> <u>19</u>	Plank Sheers	<u>15 in</u> ^{by} <u>10</u>	Water-Ways
	<u>21</u>	<u>22</u> <u>21</u>	Water-Ways	<u>4</u>	Upper Deck
			Upper Deck		

Size of Bolts in Fastenings, distinguishing whether					
Copper or Iron. <u>Yellow metal</u>	Inches. <u>1 3/8</u>	Copper or Iron. <u>Yellow metal</u>	Inches. <u>1</u>	Iron. <u>Yellow metal</u>	Inches. <u>1 1/4</u>
Knee, and Dead Wood abaft	<u>1 3/8</u>	Bolts thro' the Bilge and Limber Strakes	<u>1</u>	Hold Beam	<u>1 1/4</u>
Heads of Keel N ^o <u>10</u>	<u>1 1/4</u>	Butt End Bolts	<u>1 1/8</u>	Deck Beam	<u>1 1/4</u>
Timber Bolts	<u>1 1/4</u>	Lower Pintle of the Rudder	<u>4</u>		
On ditto	<u>1 3/8</u>				
Transoms and throats of Hooks	<u>1 3/8</u>	N. B. Entirely yellow metal fastened as per Rule for the Clasp recommended.			
Heads of Hooks	<u>1 1/4</u>				

Keel.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 1 1/2 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are ✓ free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 5 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficiently & so

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared and without sap or defects of any kind.

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are ✓ close together; their thickness not less than 1 3/8 of the entire moulding at that place.

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

The Main Kelson is composed of Iron Bark and the False Kelson of ✓

The Scarphs of the Kelsons are not less than 8 feet 6 inches. and well fitted.

The Deck and Hold Beams are composed of East India Teak & Iron Bark

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Elm, Rock Elm, & Beech according to Rule in height.

From the first Foothook Heads to the Light Water Mark of Foreign White Oak & Australian Hardwood

From the Light Water Mark to the Wales of East India Teak & Iron Bark

The Wales and Black-strakes are of East India Teak & Iron Bark The Topsides of East India Teak.

The Sheer-strakes and Plank-sheers of Afr^o Oak & Iron Bark The Water-ways of East India Teak & Iron Bark

The Decks of Baltick fir & Yellow Pine State of them new & efficient

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 three Strakes between

Planking Inside.—The Limber-strakes are composed of Australian Hardwood the Bilge Planks of Iron Bark

The Ceiling, Lower Hold, of East India Teak & Iron Bark Between Decks of East India Teak.

Shelf Pieces of East India Teak Clamps of East India Teak.

Fastenings.—To Hold Beams 28 Pairs of Iron Vertical. 3 Pairs of Iron Lodging in Wake of Mast

3 Pairs of Long Rider Knees. and Beam ends well doweled to Shelf & Waterway

Deck Beams 29 Pairs of hanging with 4 through bolts. 3 Pairs of Iron Lodging

wake of masts. and the Beam ends well doweled and Bolted to a stout

Number of Breasthooks 7 of Iron 1 of Oak Pointers One Pair of 8th Oak Crutches One of Iron.

Butts End Bolts are of Yellow metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of first quality & Engine turned.

General Quality of Workmanship Very good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature Samuel Retouy.
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.
NW0775-0201

To be completed in London.

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

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N ^o .		Fathoms.	at present	Inches.	N ^o .			
X	Fore Sails,	280	Chain	1 3/4	4	Bower,	38" 1" 15	Rogers's
X	Fore Top Sails,	90	Hawser chain	1	2	Stream,	38" 2" 12	Patent
X	Fore Topmast Stay Sails,	90	Hempen Stream Cable	1 1/2	1	Kedge,	37" 0" 0	
	Main Sails,	90	Hawser	1 1/2	1		4" 3" 12	
	Main Top Sails,	90	Towlines	4"			3" 0" 5	
	and		Warp	6"			2" 2" 22	
			All of <u>best</u> quality.					

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has a Long Boat and 2 Gigs

The present state of the Windlass is efficient Capstan efficient and Rudder efficient Pumps efficient
Gyres's Patent Whelps

General Remarks—Statement and Date of Repairs.

This Vessel instead of having a long Poop and Forecastle built with light beams in the usual way and of 1st & 2nd Class Material, & with light berthing or Bulwarks at the Sides of the Waist, has a Passenger or Spar deck layed complete fore and aft of 3 inch deals bolted together edgewise. The Beams of it are of East India Teak (33 in N^o) and are from about 6 1/2 to 8 inches sided and moulded, and are united to the Sides by Shelf Pieces and Waterway, together with 18 Pairs of Vertical Knees and the ends are also Iron Strap'd to the corresponding timbers and are all well bolted. —

The Top timbers all run up above the Waterway of main deck, & to the Spar deck more or less throughout, entirely to the extent of about 32 feet abaft Stem, also in wake of masts and every other timber without exception, some Spaces being left at the discretion of the Owner intended partly for Air Ports, and with a view of keeping the Ship at the upper works no heavier than is necessary for efficiency!

The thickness of Planking above the Sheer Strake of middle deck is as follows viz three Strakes of 3 inch and four of 2 1/2 inches East India Teak, rabbetted together at the edges, and the inside planking is also of equivalent thickness. (N.B.) for all other thicknesses, see the references on the other side.

In addition to the frame timbers being all bolted together, she has also nine pairs of Rider Plates 5 in³ by 3/4 & 42 feet long layed diagonally to the frames with a bolt in every timber clenched, and extending from about main deck Waterway to floor Smark. —

N.B. She goes to London for completing & equipment and has been built under Special Survey Per order No. 104.

If Sheathed, Doubled, Felted, or Coppered yellow metal on paper When last done now.

I am of opinion this Vessel should be Classed 13. A. (A)

The Amount of the Fee.....£ 5 : 0 : is received by me,

Special£ 55 : 0 : ..

Certificate (if required)£ : : ..

Committee's Minute 13th Sept 1854

Character assigned 26th — 1854

— for 13 Years



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