

No. 7096 Survey held at Shields Date 3 March 1860  
on the Barque Telegram Master now John Silley  
Tonnage Old Built at Nantes in France When built — Launched —  
By whom built — Owners George White & Co.  
Port belonging to Shields Destined Voyage Spain  
Surveyed while Building, Afloat, or in Dry Dock at Motcalfe's dock

Length aloft		Feet.	Inches.	Extreme Breadth Outside		Feet.	Inches.	Depth of Hold		Feet.	Inches.
		90	3			27	1			16	15
Scantlings of Timber.											
TIMBER AND SPACE		IN SHIP.		REQUIRED PER RULE.		THICKNESS OF PLANK.		THICKNESS OF PLANK.		THICKNESS OF PLANK.	
		Sided.	Moulded.	Sided.	Moulded.	Outside.	INCHES.	Inside.	INCHES.	INCHES.	INCHES.
		Middle.	Ends.	Middle.	Ends.		In Ship.	Required per Rule.		In Ship.	Required per Rule.
Floors	average	23		23		Garboard Strakes ..	3	3	Limber Strakes ....	3	3 1/4
1st Foothooks		14		9 1/2	8 1/4	Garboard to Bilge ..	3	3	Bilge Planks <sup>inner</sup> <del>outside</del>	52 6	3 1/4
2nd Ditto		9		8 1/4	7 1/2	Bilge Planks .....	3 1/2	3	Ceiling in Flat ....	22 x 3	2 1/2
3rd Ditto		18 1/2		7 1/2	"	Bilge to Wales ....	3	3	Ditto Bilge to Clamp	22 x 3	2 1/2
Top Timbers		0	4 1/2	7	"	Wales .. average ..	4 3/4	4 1/4	Hold Beam Clamps ..	3 1/2	3 1/2
Deck Beams	N <sup>o</sup> 25 Average Space 42 in	0	6	7	5	Topsides <del>sheer</del> .....	2 1/2	3 1/2	Deck Beam Ditto ..	5 x 11	3 1/2
Deck Beams, length amidships	25 1/2	0	8 1/2	8 1/2	8 1/2	Sheer Strakes " .....	3	3 1/2	Ceiling 'twixt Decks	2 1/2	2 1/4
Hold Beams	N <sup>o</sup> 22 Average Space 56 in	10 1/2	9	11 1/4	9 3/4	Plank Sheers .....	3 1/2	3	Hold Beam Shelves ..	6 x 15	"
Hold Beams, length amidships	25	"	"	11 1/4	11 1/4	Water-Upper Deck	9	6	Deck Beam Ditto ..	-	"
Keel		11	13	11 1/4	11 1/4	Ways Lower Deck	0	-			
Scarp of Ditto		12	"	5 1/2	5 1/2	Ditto, faying surface against Timbers ..	9	6			
Keelsons	2 in	13	21	12 1/2	12 1/4	Upper Deck .....	3	3			
Scarp of Ditto		12	"	5 1/2	5 1/2						

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

Heel-Knee, and Deadwood abaft		Copper or Iron in Ship.	Inches required per Rule.	Transoms and throats of Hooks		Copper or Iron in Ship.	Inches required per Rule.	Hold Beam Bolts in		Waterway	Copper or Iron in Ship.	Inches required per Rule.
Scarp of Keel		15	1 1/2	Arms of Hooks		15	1 1/2	Knees		15	1 1/2	15
Keelson Bolts through Keel at each Floor		1	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors		15	1 1/2	Shelf or Clamp		15	1 1/2	15
Bolts through Heels of Timbers against Deadwood		1	1 1/2	Butt End Bolts		15	1 1/2	Deck Beam Bolts in		15	1 1/2	15
		1	1 1/2	Pintles of the Rudder		15	1 1/2	Knees		15	1 1/2	15
		1	1 1/2			15	1 1/2	Shelf or Clamp		15	1 1/2	15
		1	1 1/2			15	1 1/2	Nails or Bolts in Flat of Deck		15	1 1/2	15
		1	1 1/2			15	1 1/2	Treenails		15	1 1/2	15

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 Inches. The Space between the Top-Timbers is 7 1/4 Inches.

The Floors consist of French Oak The First Foothooks of French Oak

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

The Shifts of the First and Second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen (has double floors)

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

The alternate Frames are close bolted together to the Gunwale. N. B. If not, state how bolted.

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

The Frame is not seen chocked with — Butt at each end of the chock. The Main piece of Rudder is Teak

The Main Keelson is French Oak and — free from all defects. The Main piece of Windlass is French Oak

The Stem, and Stern Post, consist of French Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of French Oak & Teak Deadwood, of French Oak and are — free from all defects.

The Deck and Hold Beams consist of French Oak The Breasthooks of French Oak The Knees of Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is French Oak, Teak, & Am. Elm.

or to the First Foothook Heads }

From the above named Height to the Light Water Mark French Oak, some Teak.

From the Light Water Mark to the Wales French Oak, some Teak.

The Wales and Black-strakes are French Oak & Teak The Topsides Teak.

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Teak

The Decks Teak and Pine, mostly Teak. State of good, Iron nails

The Shifts of the Planking are not less than 30 1/4 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 1, 2, 3 Strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are French Oak some Teak.

The Ceiling, Lower Hold, and between Decks French Oak Shelf Pieces and Clamps French Oak

Fastenings.—To Hold Beams by Iron hanging knees with 6+15 in Shelf & 9 in on beams, bolted

through

Deck Beams Wood and Iron hanging knees

Number of Breasthooks 5 Oak Pointers old beam of Diagonal Crutches the new Crutch Iron

Butts End Bolts are of Iron & Copper in the Bottom, and — Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Copper & Iron bolted through and clenched. Treenails of French Oak How Made round

Thickstuff over Double Floors 5 in bolted through and clenched. General Quality of Workmanship generally good, except

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

Builder's Signature — Surveyor's Signature M. Dopperwell

NUC775-0412



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain .....	200 1 <sup>3</sup> / <sub>16</sub>	3	14 " "
2	Fore Top Sails,	Hempen Stream Cable .....	- -	1	11 " "
2	Fore Topmast Stay Sails,	Hawser <u>chain</u> .....	60 <sup>3</sup> / <sub>4</sub>	1	4 " "
1	Main Sails,	Towlines .....	70 <sup>1</sup> / <sub>2</sub>		
2	Main Top Sails,	Warp .....	two 4 <sup>1</sup> / <sub>2</sub> 5 <sup>1</sup> / <sub>4</sub>	1	1 " 2 "
and <u>well formed</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging well sufficient in size and good in quality.

She has one Long Boat and one Skiff

The present state of the Windlass is 16 in Capstan D. winch Rudder good Pumps good two metal  
patent purchase

### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. { 1st. When the Frame is completed During repairs, from 30 Jan<sup>y</sup> -  
2nd. When the Beams are put in, &c. until 3<sup>d</sup> March 1860 -  
3rd. { When completed, and before the plank be painted or payed } at Port and M<sup>t</sup> T<sup>h</sup>eat<sup>h</sup>'s dock

Done at this date, with a listing out at the turn of the bilge in the ceiling fore and aft on each side, <sup>timber</sup> frame, close framed and well joined; Shipped the zinc sheathing off, and scraped the bottom bright, wales Lappewoods Scraped bright, drifted out scumal through bolting in planking, took the Rail out fore and <sup>aft</sup> with garboard Strakes. —

Removed the entire Rail in three lengths with the garboard Strakes of Am Elm; the hold beam, one Cathead, with fifteen iron hanging beam Pins, several trenails, and through bolts at the butt ends, at the next timber to the butt timber, part Shelf bolts with bilges, entire Rail and Ribson bolts, Caulked and overhauled from Rail on the gunwales, waterways, and two seams of deck on the waterways, Sheathed the bottom to the light marks with zinc over felt. — Repairs done 1853, at the Mauritius, by the Owner's information, 3 bus deck, entire waterways, gunwales, topside, part Wales and bottom plank, which are of Teak; and from appearance are correct.

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

If Sheathed, ~~Doubled~~, Felted, or Coppered, Zinc & light marks, When last done 1860

I am of opinion this Vessel should be Classed Rich

The Amount of the Fee.....£ 3 : : : is received by me, M. Loppewolk

Special .....£ 1 : : :

Certificate .....£ : : 5 : :

Committee's Minute 6<sup>th</sup> March 1860

Character assigned F. 1



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Lloyd's Register  
Foundation

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