

No. 9274 Survey held at R. Shields Date 8th Oct. 1862 to 22nd Mar 1864

on the B^e Ceres Master J. Watson
Tonnage 371.06 Built at R. Shields When built 1864 Launched 9th Mar/64
By whom built J. Young Son Owners J. Newson

Port belonging to R. Shields Destined Voyage Medi^m
If surveyed while Building, Afloat, or in Dry Dock Special Survey

Length aloft	116.1	Feet.	Extreme Breadth Outside	27.8	Feet.	Depth of Hold	16.925	Feet.
Scantlings of Timber.	IN SHIP. Moulded.		REQUIRED PER RULE. Moulded.		Thickness of Plank.		INCHES. Required per Rule.	
TIMBER AND SPACE	Sided.	Middle.	Ends.	Middle.	Ends.	Outside.	In Ship.	Inside.
Floors	26 1/2	11	11	11	11	Garboard Strakes	3 1/2	3 1/2
1 st Foothooks	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	Garboard to Bilge	3 1/2	3 1/2
2 nd Ditto	8 3/4	8 3/4	8 3/4	8 3/4	8 3/4	Bilge Planks	3 3/4	3 3/4
3 rd Ditto	8	6 1/2	5 1/2	7 1/2	5 1/2	Bilge to Wales	3 1/2	3 1/2
Top Timbers	9	9	7 1/4	8 1/2	7 1/4	Wales	4 1/2	4 3/4
Deck	No 24	Average Space	4 feet	9	9	Topsides	3 1/2	3 3/4
Beams	25 ft 6 ins	12	12	10	12	Sheer Strakes	3 1/2	3 3/4
Deck Beams, length amidships	25 ft 6 ins	12	12	10	12	Plank Sheers	3 1/2	3 1/2
Hold	No 15	Average Space	8 ft 4 in	12	12	Water - Upper Deck	10 x 9	10
Beams	25 ft 10 ins	12	12	10	12	Ways - Lower Deck	-	-
Hold Beams, length amidships	25 ft 10 ins	12	12	10	12	Ditto, faying surface against Timbers	6 1/2	6 1/2
Keel	12 1/2	15	12 1/2	12 1/2	12 1/2	Upper Deck	3	3
Scarp of Ditto	5 ft 5 in	5 ft 4 in	5 ft 4 in	5 ft 4 in	5 ft 4 in			
Keelsons	13 1/2	13	13 1/2	13 1/2	13 1/2			
Scarp of Ditto	5 ft 3 in	5 ft 4 in	5 ft 4 in	5 ft 4 in	5 ft 4 in			

Heel-Knee, & Deadw'd abaft	12 1/2	12 1/2	Transoms and throats of Hooks	1	1	Hold Beam	Waterway	18 1/2	18 1/2
Scarp of Keel, N ^o 8	14 1/2	14 1/2	Arms of Hooks	14 1/2	14 1/2	Bolts in	Knees	14 1/2	14 1/2
Keelson Bolts through Keel	1	1	Thro' Bilge & Limber Strakes	12 1/2	12 1/2	Deck Beam	Waterway	13 1/2	13 1/2
at each Floor	1	1	Thickstuff over Double Floors	-	-	Bolts in	Knees	14 1/2	14 1/2
Bolts thro' Heels of Timbers	13 1/2	13 1/2	Butt End Bolts	12 1/2	12 1/2		Shelf or Clamp	13 1/2	13 1/2
against Deadwood	13 1/2	13 1/2	Pintles of the Rudder	25 1/2	25 1/2	Nails or Bolts in Flat of Deck	Salv ^d Iron	17 1/2	17 1/2
						Treenails	Inches	1 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/4 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Floors consist of Baltic English Oak The First Foothooks of Baltic Oak, Eng^l Oak forward

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 3 ft 8 ins N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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

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

The Butts of the Timbers are — close together; their thickness not less than 3 1/2 of the entire moulding at that place.

The Frame is cross chocked with tho^o Butt at each end of the chock. The Main piece of Rudder is Eng^l Oak of Windlass is Eng^l Oak

The Keel is Eng^l Elm The Main Keelson is Greenheart and is free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of Amer^l Elm and are — free from all defects.

The Deck and Hold Beams of Baltic Oak The Breasthooks of Iron The Knees of Iron & Baltic Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm & Baltic Red pine

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

From the Light Water Mark to the Wales Baltic Red pine

The Wales and Black-strakes are Greenheart & Baltic Oak The Topsides & Sheer-strakes Greenheart & Baltic Oak

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

The Decks Yellow pine State 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic Oak

The Ceiling, Lower Hold, and between Decks Baltic Red pine & Oak Shelf Pieces and Clamps Baltic Red pine & Oak

Fastenings.—To Hold Beams Iron Staple lodging Knees in each beam space, 7 pairs of Iron Hanging Knees and 3 pairs of Knee Riders

Deck Beams 2 fine berths & after one Baltic Oak lodging Knees, remaining spaces Iron Staple lodging Knees and 9 pairs of Iron Hanging Knees

Number of Breasthooks four Pointers — Crutches 2

Butt End Bolts are of Yellow metal in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes Yellow metal bolted through and clenched. Treenails of English Oak How Made Turned

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature J. Young & Son Surveyor's Signature Wm. B. Davey

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .			Fathoms.	Inches.	N ^o .	Weight.	
2	Fore Sails,	Chain	240	1 5/16	Bower,	3	19.2.14
2	Fore Top Sails,	Hempen Stream Cable	85	5	Stream,	1	6.0.14
2	Fore Topmast Stay Sails,	Hawser	85	6	Kedge,	2	3.0.20
1	Main Sails,	Towlines	85	8			1.2.10
2	Main Top Sails,	Warp	85	3 3/4			
and well found in other sails		All of <u>Good</u> quality.					
Her Standing and Running Rigging is <u>Hemp</u> sufficient in size and <u>Good</u> in quality.							
She has <u>a</u> Long Boat and <u>a</u> Pinnace & a Gig							
The present state of the Windlass is <u>Good</u> Capstan <u>Good</u> Rudder <u>Good</u> Pumps <u>2 No</u>							

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	} <u>Special Survey</u> <u>per Order No. 349</u>
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the plank be painted or payed }	

This Vessel is Yellow Metal bottom in accordance with Rule Sec 46 to the entire exclusion of iron

Wharfacing & Iron

This Vessel measures above the estimate Tonnage & consequently a few of her scantlings are under the requirements of the Rules such as the Traces. Topside & Sheerstrakes being 4 in thin but the inside planks except the lumber strakes are all 1/2 in excess.

Will B. Harvey

This is to certify that
Two Chain Cables of the following description
are this day delivered from our Manufactory to
Messrs. J. Young & Son North Shields, for the
use of Ship "Ceres"

Length 120 Fathoms
Size of Iron 1 1/4 inches
Proved to 28 1/10 Tons

21st February 1864

(Signed) Wm. Fairbairn

PTO

Present

H. Shear

I am of

NWC776 - 0103

The Amount of the Fee.....£ 4 : - : - is received by me,

Special£ 18 : 11 : -

Certificate£ : - :

Committee's Minute 24th March 1864

Character assigned A - for 9 tons

To have fee 1
29/3/64



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Foundation

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

She has SAILS.			CABLES, &c.			ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.	
2	Fore Sails,		Chain	240	1 5/8	3	19.2.14	
2	Fore Top Sails,		Hempen Stream Cable	85	5	1	18.1.0	
2	Fore Topmast Stay Sails,		Hawser	85	6	1	17.1.0	
1	Main Sails,		Towlines	85	8			
2	Main Top Sails,		Warp	85	3 3/4	2	3.0.20	
and well found in other sails			All of <u>Good</u> quality.				1.2.10	

Her Standing and Running Rigging is Hemp sufficient in size and Good in quality.

She has a Long Boat and a pinnace & a gig

The present state of the Windlass is Good Capstan — Rudder Good Pumps 2 ho

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This Vessel is Yellow Metal bolted in accordance with Rule Sec 46 to the entire exclusion of iron

Wm. B. Lavery
21st March 1864
I hereby certify that we have submitted to Messrs. Young & Son, North Shields, for their report on the condition of the vessel, and that they have reported the vessel to be in good condition, and that they have no objection to her being employed for the service of the Admiralty fleet.
41330 " 17.1.0 " 16"
41332 " 18.1.0 " 16"
41303 " 19.2.14 " 18"
I have submitted the above to the Admiralty for their consideration.

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

If Sheathed, Doubled, Felted, or Coppered TYM to 10 1/2 feet When last done now done

I am of opinion this Vessel should be Classed 9 A 1

The Amount of the Fee.....£ 4: - : - is received by me,

Special£ 18: 11: -

Certificate£ : - :

Committee's Minute 24th March 1864

Character assigned A - for 9 years

To have per 1
29/3/64



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