

No. 9312 Survey held at R Shields Date 9th June 1883 to 26th March 1884
on the Sug Boat "Garibaldi" Master R Howard
Tonnage Engl 73.45 Built at Roth Shields When built 1868 Launched 30th Sep 1868
By whom built R Thoburn Owners Jamieson & Co
Part belonging to Leith Destined Voyage Leith
If Surveyed while Building, Afloat, or in Dry Dock Special while building & after launching

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
83.1			17.9			9.1		
Scantlings of Timber.			Thickness of Plank.					
Timber and Space			Outside.			Inside.		
Floors	22	6	Garboard Strakes	1 1/8		Engine Beams	12x6	
1 st Foothooks	4x5	5	Garboard to Bilge	1 3/8		Limber Strakes		
2 nd Ditto	4x5	5	Bilge Planks	1 3/8		Bilge Planks at	2	
3 rd Ditto	4x5	5	Bilge to Wales	1 3/8		Ceiling in Flat		
Top Timbers	4x5	5	Wales	1 1/8		Ditto Bilge to Clamp		
Deck { No 16 Average Space }	2 1/2 11ms	4x5	Topsides	1 1/8		Hold Beam Clamps		
Deck Beams, length amidships	17 1/2 9ms	4x5	Sheer Strakes	2		Deck Beam Ditto	2	
Hold { No Average Space }			Plank Sheers	2		Ceiling 'twixt Decks		
Hold Beams, length amidships			Water- { Upper Deck			Hold Beam Shelves		
Keel	11 8 1/2		Ways { Lower Deck			Deck Beam Ditto		
Scarphs of Ditto	5 feet		Ditto, faying surface against Timbers					
Keelsons	11 13		Upper Deck	2				
Scarphs of Ditto	5 feet							

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
Scarphs of Keel, No 5	5/8	3/4		Arms of Hooks	3/4	3/4		Bolts in { Knees			
Keelson Bolts through Keel at each Floor		3/4		Thro' Bilge & Limber Strakes	5/8	5/8		Shelf or Clamp			
Bolts thro' Heels of Timbers against Deadwood		1 1/16		Thickstuff over Double Floors				Deck Beam { Waterway ..			
Boiler Beams				Butt End Bolts	1 3/8	1 3/8		Bolts in { Knees		8/16	
Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 1/2 Inches.				Pintles of the Rudder	1 1/16	1 1/16		Shelf or Clamp		8/16	
The Floors consist of English Oak								Nails or Bolts in Flat of Deck			
The Second Foothooks of ditto								Treenails Inches			
The Third Foothooks and Top Timbers of ditto											

The First Foothooks of English Oak

The Shifts of the First and Second Foothooks are not less than 2 1/2 x 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

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

The alternate Frames are not 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 of the entire moulding at that place.

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

The Keel is Amerⁿ Elm The Main Keelson is Greenheart & Baltic Oak and free from all defects. After piece supply

The Stem, and Stern Post of Baltic Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Eng^l & Baltic Oak Deadwood, & Knees Eng^l Oak and are free from all defects.

The Deck and Hold Beams of Baltic Oak The Breasthooks of Eng^l Oak & Elm The Knees of Eng^l Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Elm

From the above named Height to the Light Water Mark Amerⁿ Elm

From the Light Water Mark to the Wales Amerⁿ Elm & Baltic Oak

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

The Spirketting and Plank-sheers Baltic Oak The Water-ways { Upper Deck as Plank-sheers

The Decks Yellow Pine State of them Good

The Shifts of the Planking are not less than 4 to 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 Engine Beams are of Amerⁿ Oak

The Ceiling, Lower Hold, and between Decks Amerⁿ Elm Shelf Pieces and Clamps Baltic Oak & Amerⁿ Elm

Fastenings.—To Hold Beams

Deck Beams English Oak looping knees

Number of Breasthooks three Pointers — Crutches one

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

Engine & Boiler Beams & Limber Strakes bolted through and clenched. Treenails of How Made

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

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

Builder's Signature William Thoburn Surveyor's Signature

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1010-967000

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 <i>Sails</i>	Fore Sails,		Chain	35	10/16	Bower,	1	2.1.17
	Fore Top Sails,		Hempen Stream Cable	60	7			
	Fore Topmast Stay Sails,		Hawser			Stream,		
	Main Sails,		Towlines	60	10			
	Main Top Sails,		Warp			Kedge,		
and			All of <u>Good</u> quality.					

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

She has one ~~Long~~ Boat and

The present state of the Winch is Good Capstan — Rudder Good Pumps one

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>while building</u>
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	

per special order No 414

The requisition for the Special Survey of this vessel is for 7 A (No 414) but the American Elm in the outside planking is carried too high and one half the Beek Beam Clamps are of American Elm. These matters were duly communicated to the Builders in writing & my recommendations have not been attended to. The after piece of Kelson (Balk's Oak) is exceedingly sappy and neither piece extended over Dead-wood knees. The Contract for Conley was duly written to on this subject (see copy of my letter appended hereto) Like all my other recommendations has not been attended to.

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

If Sheathed, Doubled, Felted, or Coppered

When last done

not be classed higher than 5 A for River purposes & that the distinctive mark
I am of opinion this Vessel should be Classed for special survey should be withheld

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

Special£ 9 : 10 :

Certificate£ : : :

Committee's Minute 22nd April 18

Character assigned A 1 for 5 Years

For River purposes only
omit +



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Foundation

Mr George Fawcett, No 2 Shore, South.