

No. 2050 Survey held at Topsham Date August 5th 1864
 on the Bargu John Holman Master A. J. Saunders
 Tonnage Old Built at Topsham When built 1864 Launched June
 New 577 By whom built John Holman & Sons Owners John Holman & Sons
 Port belonging to Exeter Destined Voyage South America
 Surveyed while Building, Afloat, or in Dry Dock Surveyed while building

Re 5/5/64 2030
 1864

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Thickness of Plank.	Feet.	Inches.		
Scantlings of Timber.	Sided.	IN SHIP. Moulded.	REQUIRED PER RULE. Sided.	Middle.	Ends.	Outside.	INCHES. Required per Rule.	Inside.	INCHES. Required per Rule.		
TIMBER AND SPACE	24	-	25 $\frac{1}{4}$	11	11	Garboard Strakes ..	12	5 $\frac{1}{2}$	Limber Strakes	4	5 $\frac{1}{4}$
Floors	11 $\frac{1}{2}$	12	-	9 $\frac{1}{4}$	9 $\frac{1}{4}$	Garboard to Bilge ..	3 $\frac{3}{4}$	"	Bilge Planks	3 $\frac{1}{4}$	"
1 st Foothooks	10	10	-	8 $\frac{1}{2}$	8 $\frac{1}{2}$	Bilge Planks	"	"	Ceiling in Flat	18 $\frac{1}{2}$	2 $\frac{1}{4}$
2 nd Ditto	"	"	-	7 $\frac{1}{2}$	7 $\frac{1}{2}$	Bilge to Wales	"	"	Ditto Bilge to Clamp ..	5	"
3 rd Ditto	9 $\frac{1}{2}$	-	6 $\frac{1}{2}$	7 $\frac{1}{2}$	Wales	5	4 $\frac{1}{4}$	Hold Beam Clamps ..	5 $\frac{1}{2}$	4	
Top Timbers	"	6 $\frac{1}{2}$	7 $\frac{1}{2}$	-	Topsides	3 $\frac{3}{4}$	3 $\frac{3}{4}$	Deck Beam Ditto ..	5	"	
Deck Beams, length amidships	9 $\frac{1}{4}$	10	8	8 $\frac{1}{2}$	Sheer Strakes	"	"	Ceiling 'twixt Decks ..	2 $\frac{1}{2}$	2 $\frac{1}{4}$	
Hold Beams, length amidships	4 $\frac{1}{4}$	Average 4 feet	4 $\frac{1}{4}$	8 $\frac{1}{2}$	Plank Sheers	"	3 $\frac{1}{2}$	Hold Beam Shelves ..	2 $\frac{1}{2}$	"	
Hold Beams, length amidships	4	4	10	11 $\frac{1}{4}$	Water-Upper Deck	10	5 $\frac{1}{2}$	Deck Beam Ditto	80	"	
Keel	13	16	-	12 $\frac{1}{4}$	Ways Lower Deck	"	"	Upper Deck	"	"	
Scarps of Keel	72	-	15 $\frac{1}{4}$	15 $\frac{1}{4}$	Ditto, faying surface	8 $\frac{1}{4}$	3				
Keelsons	16	17	-	15 $\frac{1}{4}$	against Timbers ..	"	"				
Scarps of Ditto	72	-	15 $\frac{1}{4}$	15 $\frac{1}{4}$	Upper Deck	"	"				

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

Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam Bolts in	Waterway ..	Copper or YM. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 $\frac{1}{2}$	-	Transoms and throats of Hooks	1 $\frac{1}{16}$	-	Knees	1 $\frac{1}{16}$	-	-	1
Scarps of Keel, N ^o . 7	70	-	Arms of Hooks	1 $\frac{1}{16}$	-	Shelf or Clamp	70	-	14 $\frac{1}{16}$	
Keelson Bolts through Keel at each Floor	1 $\frac{1}{2}$	-	Thro' Bilge & Limber Strakes	70	-	Waterway ..	"	-	18 $\frac{1}{16}$	
Bolts thro' Heels of Timbers against Deadwood	70	-	Thickstuff over Double Floors	"	-	Knees	1 $\frac{1}{16}$	-	14 $\frac{1}{16}$	
			Butt End Bolts	70	-	Shelf or Clamp	70	-		
			Pintles of the Rudder	70	-	Nails or Bolts in Flat of Deck	1 $\frac{1}{4}$	1 $\frac{1}{4}$		
						Treenails	1 $\frac{1}{4}$	1 $\frac{1}{4}$		

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

The Floors consist of Oak The First Foothooks of Oak

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

The Shifts of the First and Second Foothooks are not less than 4 ft 6 in. 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 square & good

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 of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is of Windlass is Oak

The Keel is The Main Keelson is and free from all defects.

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

and Aprons of Oak Deadwood, of Oak and are free from all defects.

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

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

or to the First Foothook Heads

From the above named Height to the Light Water Mark Oak & Greenheart

From the Light Water Mark to the Wales Oak & Greenheart

The Wales and Black-strokes are Oak & Greenheart The Topsides & Sheer-strokes Oak Greenheart & Oak

The Spirketting and Plank-sheers Oak & Greenheart The Water-ways Upper Deck Oak & Greenheart

The Decks Yew State of 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 5 between, and without step-butting.

Planking Inside.—The Limber-strokes and Bilge-strokes are Greenheart & Oak

The Ceiling, Lower Hold, and between Decks Greenheart Shelf Pieces and Clamps Greenheart

Fastenings.—To Hold Beams Iron Staple Lodging & Staple Standard Knees to all the Iron

Beams & of the Hanging Knee Riders. The Wood Beams are secured by Iron

Hanging and Staple Lodging Knees

Deck Beams Dowelled to Waterway & Stayed by the Hanging Knee Riders and Staple

Standard Knees of the Hold Beams

Number of Breasthooks 5 Pointers Iron wire Framing Crutches are Iron

Butt End Bolts are of Glucal in the Bottom: Bolts in each Butt End

Bilge and Limber Strakes are bolted through and clenched. Treenails of Oak How Made Glued

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

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

Builder's Signature John Holman & Sons Surveyor's Signature N. P. Hollister

050-5588-102

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

She has SAILS.

N ^o .	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
2	Main Sails,
2	Main Top Sails,
	and other necessary Sails

Glovers Machine
CABLES, &c.

	Tons, cwt	Fathoms.	Inches.
Chain	2007 55:0	240	1 1/2
Hempen Stream Cable	90	8
Hawser	Chain	105	7/8
Towlines	90	6
Warp	"	4
All of	<u>good</u>		

ANCHORS, and their weights.

N ^o .	Weight.
Bower,	2 are second hand but quite equal to new
	1 - 21.1.0
	1 - 22.0.0
	1 - 19.2.17
Stream,	1 - 8.5.6
Kedge,	1 - 5.5.6
	1 - 1.1.2

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

She has one Long Boat and two others

The present state of the Windlass is secure Captain Do Rudder Do Pumps 2 Iron

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>23rd June 1863</u>
	2nd. When the Beams are put in, &c.	<u>Nov " "</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>March 1864</u>

This is a good built Vessel. The frame is well squared and free from sap, the plank outside and the ceiling is all of the best quality and free from defects, as are also the Beams, Waterways, Plankbeams and materials throughout; Her external fastenings are of Yellow Metal to the entire exclusion of Iron. She has been built under a substantial and efficient roof and is in my opinion fully entitled to her intended Class

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

If Sheathed, Doubled, Felted, or Coppered by Lin on Felt When last done _____

I am of opinion this Vessel should be Clasped 14 A1

The Amount of the Fee £ 4: 0: 0 is received by me,

Special £ 10: 17: 0

Certificate £ 6: 6: 0

Committee's Minute 6th September 1864

Character assigned For 14 years

John Parker the 8th
16.9.64 W.M.

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