

No. 4088 Survey held at Sunderland Date 30 Jan 1888  
on the Barque "Hotstaff" Master Robert Wood  
Tonnage 312 Built at A. & Island When built 1849  
By whom built \_\_\_\_\_ Owners Maxwell & Co  
Port belonging to London Destined Voyage London  
If Surveyed Afloat or in Dry Dock on Mr Byers ship

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
Length aloft	93		Extreme Breadth	22	3/10	Depth of Hold	16	7/10	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Room and Space	inches.		inches.	inches.		Outside.	inches.	Inside.	inches.
Floors	24		Moulded	11	10	Keel to Bilge	3	Limber Strakes	4
1 <sup>st</sup> Foothooks	11	sided	11	10	Bilge Planks	4 1/2	Bilge Planks	4	
2 <sup>nd</sup> Ditto	10	"	10	10 1/2	Bilge to Wales	3 1/4	Ceiling in Flat	3	
3 <sup>rd</sup> Ditto	9 1/2	"	10 1/2	4 1/2	Wales	5	Ditto Bilge to Clamp	3	
Top Timbers	9	"	4 1/2	6	Topsides	2 1/2	Hold Beam Clamps	4 1/2	
Deck Beams N <sup>o</sup> 17	9	"	3 1/2	6	Sheer Strakes	3 1/2	Deck Beam Ditto	5	
Average Space } 4 1/2	10	"	10	7	Plank Sheers	3	Ceiling 'twixt Decks	3	
Hold Beams N <sup>o</sup> 13	11	"	11	9	Water-Ways	7	Hold Beam <del>Shelf</del> <i>Shelf</i>	4 1/2	
Average Space } 4 1/2	11	"	12		Upper Deck	3	Deck Beam Ditto		
Keel	13	"	24						
Kelsons		"							

<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
<b>Copper or Iron.</b>	inches.	<b>Copper or Iron.</b>	inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Limber Strakes	
Scarp of Keel N <sup>o</sup> .		Butt End Bolts	
Floor Timber Bolts		Lower Pintle of the Rudder	
Kelson ditto		Several bolts of the upper & lower beam fastenings, being bolts &c has been driven out and found of full size, the bolts all now extra bolts, and footed in now bolted through. The Space between	
Transoms and throats of Hooks			
Arms of Hooks			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches.  
the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & Fir and are app<sup>ly</sup> free from all defects. Timber.  
The Floors and first Foothooks are composed of Birch  
The other Foothooks and Top Timbers of Birch & Fir  
The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.  
The rest of the Shifts of the Frame are \_\_\_\_\_  
The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is well squared where seen N. B. If not, state how bolted.  
The alternate Frames are \_\_\_\_\_ bolted together.  
The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
The Frame is not chocked with \_\_\_\_\_ Butt at each end of the chock. when seen  
The Main Kelson is composed of Fir and the False Kelson of Birch  
The Scarphs of the Kelsons are not less than 5 feet 6 inches.  
The Deck and Hold Beams are composed of Fir

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch  
From the first Foothook Heads to the Light Water Mark of Birch  
From the Light Water Mark to the Wales of Birch & Fir  
The Wales and Black-strakes are of Birch & Fir The Topsides of Fir  
The Sheer-strakes and Plank-sheers of Fir The Water-ways of Fir  
The Decks of Pine State of Fir  
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 the Bilge Planks of Birch

**Planking Inside.**—The Limber-strakes are composed of Birch  
The Ceiling, Lower Hold, of Birch & Fir Between Decks of Fir  
Shelf Pieces of \_\_\_\_\_ Clamps of Birch & Fir

**Fastenings.**—To Hold Beams Wood lodging knees & 9 pair of Iron Rider hanging knees  
now over the floors now put in.  
Deck Beams Wood lodging knees & 10 pair of Iron hanging knees now put in.

Number of Breasthooks 5 of Iron Pointers one pair of Iron, one Crutches of wood & Iron 2 pair of hanging knees  
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Limber Strakes are bolted through and clenched. Treennails of mottly English oak now put in.  
General Quality of Workmanship Fair

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature \_\_\_\_\_ Surveyor's Signature Thomas Lawrence



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

*One complete  
pair of sails &  
4 extra sails  
now put on board*

N<sup>o</sup>.  
Fore Sails,  
Fore Top Sails,  
Fore Topmast Stay Sails,  
Main Sails,  
Main Top Sails,

Fathoms.  
200  
65  
75  
30  
70  
70

Chain .....  
Hempen Stream Cable .....  
Hawser .....  
Towlines .....  
Warp .....  
All of good quality.

Inches.  
1 1/4  
8 1/2  
1 3/4  
6 1/2  
5

N<sup>o</sup>.  
2  
1  
2

Bower, 14-1-2 x 14-0-20  
Stream, 12-0-0  
Kedge, 8 1/2 x 1 3/4

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

She has One Long Boat and a skiff

The present state of the Windlass is secure Capstan Winch and Rudder and Pumps sufficient

**General Remarks—Statement and Date of Repairs.**

*A listing of the ceiling 4" wide has been cut out on each side at the foothook heads, she has also an air stroke open below the lower beams, and other between decks, the frame where seen is well squared, the trenails were found badly made, and has now been all taken out from the bilge to the upper part of the black strakes, and renewed with English oak, an extra quantity also driven and all through the ceiling. Her Anchors & Cables were insufficient and are now replaced with new, the Rigging is also now partly renewed, has been caulked from the keel up to the Topsides—*

If sheathed, doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 4 A1

The Amount of the Fee.....£ 11 : " : " is received by me,

Special .....£ 3 : 3 : "

Certificate (if required) .....£ " : 10 : " to be called for by the Owner in London.

Committee's Minute 5th Feb 1845

Character assigned A 1



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