

No. 4980 Survey held at Sunderland Date April 15th 1880
on the Barque "Penguin River" Master _____
Tonnage Old 389 Built at Sunderland When built 1853 Launched March
By whom built L. Gales Owners J. Sugars & Co
Port belonging to Lynn Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	Feet. 118	Inches. 6	Extreme Breadth	Feet. 26	Inches. 9	Depth of Hold	Feet. 17	Inches. 10
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 13 1/2		Inches. Middle 12	Inches. Ends 10	Outside.	Inches.	Inside.	Inches.
Floors.....sided	12	Moulded	12	10	Keel to Bilge	3 3/4	Limber Strakes	3 3/4
1 st Foothooks.....	10	"	9 1/4		Bilge Planks	4	Bilge Planks	4
2 nd Ditto.....	9 1/2	"	8 1/2		Bilge to Wales	3 3/4	Ceiling in Flat	2 3/4
3 rd Ditto.....	8 1/2	"	7 1/2		Wales	4 3/4	Ditto Bilge to Clamp	2 3/4
Top Timbers	8	"	5		Short Hoods	3	Hold Beam Clamps	5
Deck Beams N ^o 24	Average Space 4 to 4 1/2	"	8 1/2	7 1/4	Topsides	3 3/4	Deck Beam Ditto	3 3/4
Hold Beams N ^o 15	Average Space 4 to 6	"	11 3/4	10	Sheer Strakes	3 3/4	Ceiling 'twixt Decks	2 1/4
Keel	"	"	13	14	Plank Sheers	3 3/4	Hold Beam Shelves	5
Keelsons	"	"	13 1/2	24	Water-Ways	12 1/2	Hold Beam	5
Scarpsh of Ditto	"	"	5 ft 6 in		Upper Deck	3 1/2	Shelving	

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

Heel-Knee, and Deadwood abaft	Copper <u>1 3/16</u> Inches.	Iron <u>1 3/16</u> Inches.	Transoms and throats of Hooks	Copper <u>1 1/16</u> Inches.	Iron <u>1 1/16</u> Inches.	Lower Pintle of the Rudder	Copper <u>3 1/4</u> Inches.	Iron <u>1 1/16</u> Inches.
Scarpsh of Keel N ^o <u>8</u>	<u>1 3/16</u>		Arms of Hooks	<u>1 5/16</u>		Hold Beam		<u>1 1/16</u>
Floor Timber Bolts	<u>1 1/16</u>		Bolts thro' Bilge & Limber Strakes	<u>1 3/16</u>		Deck Beam		<u>1 1/8</u>
Kelson ditto	<u>1 1/16</u>		Butt End Bolts	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.3 Inches. The Space between the Top-timbers is 3.5 Inches. The Stem, Stern Post, consist of Eng & Afr Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are free from all defects. The Floors consist of Eng & Afr Oak The First Foothooks of Eng & Afr Oak Timber. The Second Foothooks of Eng Oak The Third Foothooks of Eng Oak The Top Timbers of Eng Oak The Shifts of the first and second Foothooks are not less than 1/7 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 fairly free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is crop chocked with no Butt at each end of the chock. The Main Keelson is green heart & Norway and free from all defects. The False Keelson is Norway The Deck Beams consist of Hettin Oak The Hold Beams of Hettin Oak The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amur Elm From the above named Height to the Light Water Mark Hettin Oak From the Light Water Mark to the Wales Hettin Oak The Wales and Black-strakes are Hettin Oak The Topsides Hettin Oak The Sheer-strakes green heart & Norway and Plank-sheers Hettin Oak The Water-ways green heart & Norway The Decks of Pine State of _____ 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 free between

Planking Inside.—The Limber-strakes are Hettin Oak the Bilge Planks Hettin Oak The Ceiling, Lower Hold, Hettin Oak Between Decks Hettin Oak Shelf Pieces Hettin Oak Clamps Hettin Oak

Fastenings.—To Hold Beams iron logging knees, self, and 4 pair of iron baying knees Deck Beams wood logging knees and iron baying knees 4 pair of which from standards Number of Breasthooks six Pointers Repair Iron Crutches Two Transom Knees Butts End Bolts are of 4 metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak How Made round General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature Thos. B. Sealey

SLD931-0304

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 1/2	Bower,	3 1900 lb
2	Fore Top Sails,	Hempen Stream Cable	70	8		1800 lb
2	Fore Topmast Stay Sails,	Hawser	60	7 1/2	Stream,	1 1800 lb
1	Main Sails,	Towlines	75	6		4000 lb
2	Main Top Sails,	Warp	75	5	Kedge,	1 1000 lb
and <u>others as usual</u>		All of <u>good</u> quality.				

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan Wich Rudder good Pumps two Metal
latent

General Remarks—Statement and Date of Repairs.

This vessel has been regularly surveyed during Building

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed S. A. 1.

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

Special£ " : " : "

Certificate (if required)£ " : " : "

Committee's Minute 22nd April 1853

Character assigned S. A. 1

Robt. S. Simey
n



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Foundation