

934  
No. 6945 Survey held at Sunderland Date May 31<sup>st</sup> 1860 Rec 17/7/60  
on the Ship "Windward" Master J. A. Zulham  
Tonnage Old 650 Built at Sunderland When built 1859 & 60 Launched 17<sup>th</sup> May 1860  
By whom built James Laing Owners Fenwick & Co  
Port belonging to London Destined Voyage Hobart Town  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.		Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.
152							51							19						
Thickness of Plank.																				
Scantlings of Timber.										Outside.										
Timber and Space										Inches.										
Floors										In Ship. Required per Rule.										
1 <sup>st</sup> Foothooks										Inside.										
2 <sup>nd</sup> Ditto										In Ship. Required per Rule.										
3 <sup>rd</sup> Ditto										In Ship. Required per Rule.										
Top Timbers										In Ship. Required per Rule.										
Deck { N <sup>o</sup> 25 Average Space }										In Ship. Required per Rule.										
Deck Beams, length amidships										In Ship. Required per Rule.										
Hold { N <sup>o</sup> 24 Average Space }										In Ship. Required per Rule.										
Hold Beams, length amidships										In Ship. Required per Rule.										
Keel										In Ship. Required per Rule.										
Scarp of Ditto										In Ship. Required per Rule.										
Keelsons										In Ship. Required per Rule.										
Scarp of Ditto										In Ship. Required per Rule.										

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

Heel-Knee, and Deadwood abaft	13 1/4	1 1/4	Transoms and throats of Hooks	13 1/4	1 1/4	Hold Beam Bolts in	Waterway ..	13 1/4	1 1/4
Scarp of Keel.....N <sup>o</sup> 10	1	1	Arms of Hooks	1	1	Shelf or Clamp	Waterway ..	13 1/4	1 1/4
Keelson Bolts through Keel at each Floor	1 1/4	1 1/4	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/4	1 1/4	Deck Beam Bolts in	Waterway ..	13 1/4	1 1/4
Bolts through Heels of Timbers against Deadwood	1 1/4	1 1/4	Butt End Bolts	1 1/4	1 1/4	Shelf or Clamp	Waterway ..	13 1/4	1 1/4
			Pintles of the Rudder	1 1/4	1 1/4	Nails or Bolts in Flat of Deck	Waterway ..	13 1/4	1 1/4
						Treenails .....	Waterway ..	13 1/4	1 1/4

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

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 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are well shifted

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

frame is well squared & sound

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

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

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

The Main Keelson is Seak & English Oak and is free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak & Seak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of W<sup>m</sup> Elm & Seak and are well free from all defects.

The Deck and Hold Beams consist of Seak The Breasthooks of Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is W<sup>m</sup> Elm

or to the First Foothook Heads }

From the above named Height to the Light Water Mark Plantain Oak

From the Light Water Mark to the Wales Seak

The Wales and Black-strakes are Seak The Topsides Seak

The Sheer-strakes and Plank-sheers Seak The Water-ways { Upper Deck Seak

The Decks Yellow Pine State of good

The Shifts of the Planking are not less than 10 Feet 0 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 well between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Seak

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

Fastenings.—To Hold Beams Beams dovetailed to Shelf & Waterway, staple lagging pieces

in each alternate space and one extra in Mast rooms, Shelf through bottles

in every timber, Waterway alternately, 12 Pairs of Hanging Nails and 12 Pairs of

Deck Beams Beams dovetailed to Shelf & Waterway, staple lagging pieces in each

alternate space and one extra in Mast rooms, Shelf through bottles in each timber

Number of Breasthooks 8 in Pointers Iron Transom Crutches 6 in

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Locust & Blue Gum How Made Prooted

Thickstuff over Double Floors well 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 James Laing Surveyor's Signature Thomas Lawrence

Long Girders, 24 Pairs of Hanging Nails, and 12 Pairs of Waterway in each alternate timber, 24 Pairs of Hanging Nails

50934-0184



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
2	Fore Sails,		Chain .. <u>certificates for</u>	270	1 1/2	Bower, .....	1-19-1-0
2	Fore Top Sails,		Hempen Stream Cable .....	80	6 1/2		1-20-1-10
2	Fore Topmast Stay Sails,		Hawser .....	90	7/8	Stream, .....	1-21-1-14
2	Main Sails,		Towlines .....	80	8 1/2		
2	Main Top Sails,		Warp .....	80	5 1/2	Kedge, .....	1-3-1-0
and <u>others as usual</u>			All of <u>good</u> quality.	80	4 1/2		

Her Standing and Running Rigging Wire & Hempen sufficient in size and good in quality.

She has One Long Boat and three others

The present state of the Windlass is efficient Capstan 2 Winch Rudder and Pumps efficient

### 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>24 Feb<sup>r</sup> 1860</u>
	2nd. When the Beams are put in, &c.	<u>19<sup>th</sup> March</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>4 May</u>

*The exterior of this Vessel is fastened with Yellow Metal to the entire exclusion of Iron including Bolts in the Leeks of Cant Timbers and nails in flat of upper Deck*

*James Loring*

Present condition of Caulking of Bottom, where seen Deck, good and Waterways good  
pieces cut out for examination  
If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 1341

The Amount of the Fee.....£ 5 : " : " is received by me,

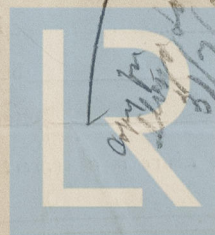
Special .....£ 31 : " : "

Certificate .....£ " : " : "

Committee's Minute 17<sup>th</sup> July 1860

Character assigned A 1 for 13 Years

*Thomas Lawrence*  
*Edward Couchman*



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