

No. 7301 Survey held at Sunderland Date November 20th 1861 Rec 3/12/64 7301
on the Brig "City of London" Master Emmerston
Tonnage Old Built at Sunderland When built 1861 Launched Nov^r 19th
By whom built Messrs G. H. & W. J. Hall Owners J. Todd
Port belonging to London Destined Voyage London
If Surveyed while Building, Afloat, or in Dry Dock while Building

Length aloft	120	Feet.	Inches.	Extreme Breadth Outside	27	Feet.	Inches.	Depth of Hold	16	Feet.	Inches.
Thickness of Plank.											
Scantlings of Timber.						Outside.					
Timber and Space						Garboard Strakes					
Floors						Garboard to Bilge					
1 st Foothooks						Bilge Planks					
2 nd Ditto						Bilge to Wales					
3 rd Ditto						Wales					
Top Timbers						Topsides					
Deck } N ^o 20 Average Space } 4 ^{ft} from centre to centre.						Sheer Strakes					
Deck Beams, length amidships						Plank Sheers					
Hold } N ^o 19 Average Space } 4 ^{ft} 6 ⁱⁿ from centre to centre.						Water } Upper Deck					
Hold Beams, length amidships						Ways } Lower Deck					
Keel						Ditto, faying surface against Timbers					
Scarphs of Ditto						Upper Deck					
Keelsons											
Scarphs of Ditto											

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

Heel-Knee, and Deadwood abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1	1	Hold Beam Bolts in	Waterway	1 1/2	1 1/2
Scarphs of Keel.....N ^o 10	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2		Knees	1 1/2	1 1/2
Keelson Bolts through Keel at each Floor	1	1	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/2	1 1/2	Deck Beam Bolts in	Waterway	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	1 1/2	1 1/2	Butt End Bolts	1 1/2	1 1/2		Knees	1 1/2	1 1/2
			Pintles of the Rudder	1 1/2	1 1/2	Nails in Flat of Deck	6	6	6
						Treenails	1 1/2	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 14 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of German & English oak The First Foothooks of Eng^l & Ger^m oak as per Rules.

The Second Foothooks of Eng^l oak The Third Foothooks and Top Timbers of Eng^l oak

The Shifts of the First and Second Foothooks are not less than 1/4 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

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

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 1/2 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the choek. The Main piece of Rudder is Eng^l oak

The Main Keelson is Green heart and app^r free from all defects. The Main piece of Windlass is Green heart

The Stem, and Stern Post, consist of Eng^l oak The Treenails, Aprons, Knight Heads, and

Hawse Timbers of Eng^l oak Deadwood, of Eng^l oak from 2 feet up, and are app^r free from all defects.

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

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is Pitch Pine

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine

The Wales and Black-strakes are Pitch Pine

The Sheer-strakes and Plank-sheers Pitch Pine

The Decks Yellow Pine

The Shifts of the Planking are not less than 10 & 5 Feet Inches. State of Good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought Fair & Square between, and without step-buttling

Planking Inside.—The Limber-strakes and Bilge-strakes are Pitch Pine

The Ceiling, Lower Hold, and between Decks Pitch Pine

Fastenings.—To Hold Beams See the other side, Shelf Pieces and Clamps Pitch Pine

Deck Beams

Number of Breasthooks Six Painters Hooks and Crutches Four

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng^l oak How Made Circular

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

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

Builder's Signature J. M. Hall Surveyor's Signature J. M. Hall

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 .		Tested at the Public Test Certificates produced	Fathoms.	Weight.	N ^o .
2	Fore Sails,	Chain	240	1 3/4	3
2	Fore Top Sails,	Hempen Stream Cable	70	7 3/4	1
2	Fore Topmast Stay Sails,	Hawser	60	7	1
2	Main Sails,	Towlines	70	6	1
2	Main Top Sails,	Warp	70	4 3/4	1
and <u>other as usual</u>		All of <u>good</u> quality.			

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

She has 1 Long Boat and two others

The present state of the Windlass is secure Capstan 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>Aug^r 22^d</u>
2nd. When the Beams are put in, &c.	<u>Sep^r 7th</u>
3rd. { When completed, and before the plank be painted or payed }	<u>Built under Special Survey from June 1st to November 20th 1861</u>

The Hold Beams of this Barque are of built iron $6\frac{1}{2} \times \frac{7}{8}$ with double angle iron on the top $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{2}$ - Stringer plates $15 \times \frac{1}{2}$ with angle iron on the outer edge $4 \times 3\frac{1}{2} \times \frac{1}{2}$ bolted through every timber with $\frac{1}{2}$ Metal bolts clenched on the outside, the alternate bolts being driven through the spiketting planks. Tie plates along the Beams in midships or beside the hatchways $9 \times \frac{7}{8}$. Hanging knees to each beam end, three of them at the after end and two at the fore end placed diagonally as riders -

The Deck Beams are of built iron $6\frac{1}{2} \times \frac{7}{8}$ with double angle iron on the top $2\frac{1}{2} \times 2\frac{1}{2} \times \frac{1}{2}$ - Stringer plates $15 \times \frac{1}{2}$ with angle iron on the outer edge $4 \times 3\frac{1}{2} \times \frac{1}{2}$ bolted with short iron bolts in alternate timbers, and with $\frac{1}{2}$ Metal bolts driven through the angle iron and waterways in alternate timbers. Tie plates fore and aft on the outside of the hatchways $9 \times \frac{7}{8}$. Hanging knees to each beam end, and two yellow metal bolts between each beam driven up through the stringer and clenched on the Top of the waterway -

The whole of the external bolts are of $\frac{1}{2}$ Metal to the entire exclusion of iron - The sketch before submitted by the Builders, to the Committee is sent with this as directed in the Sec^y Letter of the 29th of August last -

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

If Sheathed, Doubled, Felted, or Coppered by Metal to the plates When last done

I am of opinion this Vessel should be Classed 10 A1

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

Order No. 1100 Special£ 17 : 9 : "

Certificate£ : : : "

Committee's Minute 3rd December 1861

Character assigned A 1 for 10 Years

'Iron Beams'



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