

No. 7599 Survey held at Sunderland Date 20th October 1892
on the Ship "George Croshaw" Master
Tonnage Old Built at Sunderland When built 1862 Launched 25th Sept
By whom built Mr J^{no} Smutthwaite Owners J^{no} Smutthwaite & Co Broadie
Port belonging to Sunderland Destined Voyage
Surveyed while Building, Afloat, or in Dry Dock

Surveyed white Building										Feet.		Inches.			
Length aloft										153		31	10		
Extreme Breadth Outside										20					
Depth of Hold										6					
Thickness of Plank.															
Scantlings of Timber.										INCHES.					
										In Ship.		Required per Rule.			
TIMBER AND SPACE										4 1/2		4 1/2			
Floors										4 1/2		4 1/2			
1st Foothooks										3 1/4		3 1/4			
2nd Ditto										3 1/4		3 1/4			
3rd Ditto										4 3/4		4 3/4			
Top Timbers										4 3/4		4 3/4			
Deck } No 26 Average } 4 feet 9 in										4 3/4		4 3/4			
Beams }										4 3/4		4 3/4			
Deck Beams, length amidships										4 3/4		4 3/4			
Hold } No 24 Average } 4 feet 6 in										4 3/4		4 3/4			
Beams }										4 3/4		4 3/4			
Hold Beams, length amidships										4 3/4		4 3/4			
Keel										4 3/4		4 3/4			
Scarphs of Ditto										4 3/4		4 3/4			
Keelsons										4 3/4		4 3/4			
Scarphs of Ditto										4 3/4		4 3/4			
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.															
										Copper or Y.M. in Ship.		Iron in Ship.		Inches required per Rule	
Heel-Knee, & Dead w'd abaft										1 1/2		1 1/2		1 1/2	
Scarphs of Keel, No 1										1 1/2		1 1/2		1 1/2	
Keelson Bolts through Keel										1 1/2		1 1/2		1 1/2	
at each Floor										1 1/2		1 1/2		1 1/2	
Bolts thro' Heels of Timbers										1 1/2		1 1/2		1 1/2	
against Deadwood										1 1/2		1 1/2		1 1/2	
All of Yellow Metal															
Transoms and throats of Hooks										1 1/2		1 1/2		1 1/2	
Arms of Hooks										1 1/2		1 1/2		1 1/2	
Thro' Bilge & Limber Strakes										1 1/2		1 1/2		1 1/2	
Thick stuff over Double Floors										1 1/2		1 1/2		1 1/2	
Butt End Bolts										1 1/2		1 1/2		1 1/2	
Pintles of the Rudder										1 1/2		1 1/2		1 1/2	
Hold Beam										1 1/2		1 1/2		1 1/2	
Bolts in										1 1/2		1 1/2		1 1/2	
Waterway										1 1/2		1 1/2		1 1/2	
Knees										1 1/2		1 1/2		1 1/2	
Shelf or Clamp										1 1/2		1 1/2		1 1/2	
Deck Beam										1 1/2		1 1/2		1 1/2	
Bolts in										1 1/2		1 1/2		1 1/2	
Waterway										1 1/2		1 1/2		1 1/2	
Knees										1 1/2		1 1/2		1 1/2	
Shelf or Clamp										1 1/2		1 1/2		1 1/2	
Nails or Bolts in Flat of Deck										1 1/2		1 1/2		1 1/2	
Treenails										1 1/2		1 1/2		1 1/2	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 26 3/4 Inches. The Space between the Top-Timbers is 36 6/8 Inches.
The Floors consist of German Oak The First Foothooks of German & Eng Oak (as per Rules)
The Second Foothooks of Eng Oak The Third Foothooks and Top Timbers of Eng Oak except 12 of Spanish 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 not less.
The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared
The Frames are all bolted together to the Gunwale. from the floors up 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 chocked with part Butt at each end of the chock. The Main piece of Rudder is Spanish of Windlass is Eng Oak
The Keel is Amer & Eng Elm The Main Keelson is Green heart, Red Oak, and free from all defects.
The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng Oak, except on piece of Spanish Deadwood, of Green heart & Eng Oak from 1/2 ft up and are free from all defects.
The Deck and Hold Beams of Eng & Spanish Oak & Green heart 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 American Elm & Pitch Pine
or to the First Foothook Heads
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 & 1/2 of Green heart The Topsides & Sheer-strakes Pitch Pine & 2 strakes of Green heart
The Spirketting and Plank-sheers German Oak The Water-ways { Upper Deck Pitch Pine Lower Deck Pitch Pine & 1/2 of Eng Oak
The Decks Yellow Pine 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 Three between, and without step-buttling
Planking Inside.—The Limber-strakes and Bilge-strakes are German Oak & Pitch Pine
The Ceiling, Lower Hold, and between Decks Pitch Pine & German Oak Shelf Pieces and Clamps Pitch Pine
Fastenings.—To Hold Beams Iron lodging knees 11 pair of rider hanging knees extending down over the Bilges, and 11 pair of hanging knees
Deck Beams Iron lodging knees, and 15 pair of hanging knees

Number of Breasthooks Six Pointers Hooks and Crutches Five
Butt End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End One through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak How Made Circular
Thick stuff over Double Floors 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 for John Smutthwaite Surveyor's Signature Thomas Lawrence
Glo: Lord SLD935-0156

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 <u>stays as usual</u>	

CABLES, &c.

	Fathoms.	Inches.
<i>Tested to Admiralty Proof</i> <i>Certificated. produced</i> Chain	270	1 ⁹ / ₁₆
Hempen Stream Cable	90	9 ¹ / ₂
Hawser	60	1
Towlines	90	7
Warp	90	5
All of <u>Good</u> quality.	90	4

ANCHORS, and their weights.

	N ^o .	Weight.
Bower,	3	29.3.7 29.0.14 20.1.0
Stream,	1	4.2.24
Kedge,	1	2.2.14

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

She has 2 Long Boat and three others

The present state of the Windlass is secure Capstan Quick Rudder and Pumps Good

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
- 2nd. When the Beams are put in, &c.
- 3rd. { When completed, and before the
plank be painted or payed }

Built under Special Survey from 1st October
1861 to the present date -

The whole of the external fastenings in this vessel are of
Yellow Metal to the entire exclusion of iron Bolts, and no
iron Bolts are used in any part except those described in the
Rules Sec^a 44. The heels of the Timbers against the deadwoods
are also bolted through and clenched with Yellow Metal -

for John Smurthwaite
Geo Lord jr

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on felt to top of keel When last done

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

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

Order No. 1156 & 1208 Special£ 33 : 10 : "

Certificate£ " : " : "

Committee's Minute 31st October 18 62

Character assigned A 1 for 10 years



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Foundation