

No. 7917 Survey held at Sunderland Date September 26<sup>th</sup> Rec 1/10/6 7917  
on the Barge "Fitzroy" Master Langlois  
Tonnage Old 550 Built at Sunderland When built 1863 Launched Sept 14<sup>th</sup>  
By whom built 572 J. Peverall Owners Adamson & Co  
Port belonging to London Destined Voyage London & India  
Surveyed while Building, Afloat, or in Dry Dock during Building

Length aloft	153	Feet.	4	Inches.	Extreme Breadth Outside	28	Feet.	3	Inches.	Depth of Hold	17	Feet.	10	Inches.
Scantlings of Timber.					Thickness of Plank.									
TIMBER AND SPACE					Outside.					Inside.				
Floors	18	Sided,	12 1/4	Moulded.	12 1/4	11	Garboard Strakes	10:9	4	Limber Strakes	4 1/4	4 1/4		
1st Foothooks	11	Middle.	11	Ends.	11	11	Garboard to Bilge	4	"	Bilge Planks	4 1/2	"		
2nd Ditto	11	Middle.	11	Ends.	11	11	Bilge Planks	4	"	Ceiling in Flat	4	3		
3rd Ditto	11	Middle.	11	Ends.	11	11	Bilge to Wales	4	"	Ditto Bilge to Clamp	3 1/2	Battens		
Top Timbers	11	Middle.	11	Ends.	11	11	Wales	5	5	3 Strakes up	3 1/2	Battens		
Deck	11	Middle.	11	Ends.	11	11	Topsides	4	4	Hold Beam Clamps	3 1/2	Battens		
Beams	11	Middle.	11	Ends.	11	11	Sheer Strakes	3 1/2	4	Deck Beam Ditto	3 1/2	Battens		
Deck Beams, length amidships	11	Middle.	11	Ends.	11	11	Plank Sheers	4	4	Ceiling 'twist Decks	3 1/2	Battens		
Hold	11	Middle.	11	Ends.	11	11	Water - Upper Deck	2 1/2	2 1/2	Hold Beam Shells	3 1/2	Battens		
Beams	11	Middle.	11	Ends.	11	11	Ways	2 1/2	2 1/2	Deck Beam Ditto	3 1/2	Battens		
Hold Beams, length amidships	11	Middle.	11	Ends.	11	11	Angle lower Deck	4 1/2	4 1/2	See plates outside the hatch	10 1/2 in x 7/8 well rivetted to			
Keel	11	Middle.	11	Ends.	11	11	Ditto, faying surface	"	"					
Scarp of Ditto	11	Middle.	11	Ends.	11	11	Upper Deck	3 1/2	3 1/2					
Keelsons	11	Middle.	11	Ends.	11	11								
Scarp of Ditto	11	Middle.	11	Ends.	11	11								

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		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule				
Heel-Knee, & Dead'w'd abaft	14/16	14/16		Transoms and throats of Hooks	12/16	"	12/16	Hold Beam	{	Waterway ..	"
Scarp's of Keel, N°. 8	1	1		Arms of Hooks .....	1	"	1	Bolts in		Knees .....	"
Keelson Bolts through Keel	12/16	12/16		Thro' Bilge & Limber Strakes	14/16		14/16	Deck Beam	{	Waterway ..	"
at each Floor .....			Thickstuff over Double Floors		Butt End Bolts .....	14/16, 12/16		14/16, 12/16		Bolts in	Knees .....
Bolts thro' Heels of Timbers	14/16	14/16		Pintles of the Rudder.....	3		3	Nails or Bolts in Flat of Deck	Galv'd Iron Bolts with nuts & screws		
against Deadwood .....			Treenails 1 1/2 Inches								

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 5 1/2 Inches. The Space between the Top Timbers is 12 Inches.

The Floors consist of Eng Oak 12 The First Foothooks of Eng Oak 12

The Second Foothooks of The Third Foothooks and Top Timbers of

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 first Foothook heads

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

frame is

The two Frames are all well bolted together to the Gunwale, to the floor, each to the other, and to the keelson. B. If not, state how bolted.  
The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is Eng Oak

The Keel is Eng Oak 12 The Main Keelson is Peake 16 and agree from all defects.

The Stem, and Stern Post of Eng Oak 12 The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Eng Oak 12 Deadwood, of Eng Oak above 2 feet and are free from all defects.

The Deck and Hold Beams of Iron 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 Amer Elm 16  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark } the Plank is Oak 12

From the Light Water Mark to the Wales } Peake 16

The Wales and Black-strakes are Peake 16 The Topsides & Sheer-strakes Peake 16

The Spirketting and Plank-sheers Peake 16 The Water-ways { Upper Deck Iron, gutta

The Decks Yellow Pine State of Lower Deck

The Shifts of the Planking are not less than Six 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 Pine between, and without step-butting.

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

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

Fastenings.—To Hold Beams Stringer plates secured with Angle Irons to frames 4 1/2 x 3 x 7/8

and well rivetted to beams, and with three plates well rivetted also two

pair of diagonal plates in wake of the masts

Deck Beams Stringer plate rivetted by Angle Irons to the iron sheer strake 4 1/2 x 3 x 7/8

and with three plates well rivetted

Number of Breasthooks Six & Hemson Pointers Four hooks round stern ratches

Butt End Bolts are of Iron in the Bottom: Two Bolts in each Butt End all through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak How Made round

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 Geo Peverall Surveyor's Signature Robt B. Simey

SLD935-0346



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> .		<i>certificates produced</i>	Fathoms.	<i>certificates produced</i>	Weight.
<i>double suit</i>	Fore Sails,	<i>tested to 34<sup>th</sup> of Bow</i>	270	Bower, .....	21.3.0
	Fore Top Sails,		90		21.0.0
	Fore Topmast Stay Sails,		80	Stream, .....	17.3.0
	Main Sails,		80		8.0.0
	Main Top Sails,		80	Kedge, .....	4.3.0
and		<i>do do</i>	80		2.1.0
		All of <u>good</u> quality.			

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan & Winch Rudder good Pumps two Metal

### 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>Specially Surveyed from April 14<sup>th</sup> to the present date</u>
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	

*This Ship is fastened entirely with yellow Metal outside except the flat of the floors, which are treenailed*

*There are thirteen pair of iron straps, four pair of which cross each other in midships, placed eight feet apart 4 in x 1 1/2 in rivetted to each frame they cross and to the iron side & Bilge strokes*

*The outside planking from the floor heads upwards is fastened with yellow Metal Bolts driven from the inside and clenched on the outside plank, with the exception of a few with screw points and nuts and driven from the outside. Butt ends are all double Bolted*

*The frames reach down the floors to eight inches from the keel and are well Bolted sideways to the floors, and formed as stated on the other side they are covered in the bottom with Portland cement and stops are introduced to prevent the wash of the water*

*Geo. T. Overall*

Present condition of Caulking of Bottom, good properly tested Deck, good and Waterways good

~~if~~ Sheathed, Doubled, Felted, or Coppered with yellow Metal on felt to top of masts When last done

I am of opinion this Vessel should be Classed 14 A. 1. Exp<sup>d</sup> B.S.

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

Order No 1289 Special .....£ 28 : 12 : "

Certificate ....£ " : " : "

Committee's Minute 2<sup>nd</sup> October 18 63

Character assigned

A 1 for 14 years  
iron frame-planked Exp<sup>d</sup> B.S.



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