

No. 7925 Survey held at Sunderland Date 30 September 1883 from 1883
on the Barque Isa James Jones Master Garnett
Tonnage Old Built at Sunderland When built 1883 Launched 1st
By whom built M. Chilton Owners Jones & M. Donald
Port belonging to Liverpool Destined Voyage New York
If Surveyed while Building Afloat, or in Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	115	6		27	2		14	1
Scantlings of Timber.			Thickness of Plank.					
Timber and Space			Outside.			Inside.		
Floors	11	11	Garboard Strakes	3 1/4	3 1/4	Limber Strakes	3 1/2	3 1/2
1st Foothooks	9 1/2	9 1/2	Garboard to Bilge	3 1/2	3 1/4	Bilge Planks	3 1/2	3 1/2
2nd Ditto	10 1/2	10 1/2	Bilge Planks	3 1/2	3 1/2	Ceiling in Flat	2 3/4	2 3/4
3rd Ditto	11	11	Bilge to Wales	3 1/2	3 1/2	Ditto Bilge to Clamp	3	2 3/4
Top Timbers	12	12	Wales	4 1/2	4 1/2	Hold Beam Clamps	4	3 3/4
Deck { N° 24 Average Space } 4 feet	9	9	Topsides	3 1/2	3 1/2	Deck Beam Ditto	3 3/4	3 1/2
Deck Beams, length amidships	20 feet		Sheer Strakes	3 1/2	3 1/2	Ceiling 'twixt Decks	2 1/2	2 1/4
Hold { N° 15 Average Space } 5/6	12	12	Plank Sheers	3 1/2	3 1/2	Hold Beam Shelves		
Hold Beams, length amidships	25 feet		Water { Upper Deck	9	5 1/2	Deck Beam Ditto		
Keel	12	13 1/2	Ways { Lower Deck			H.B. Spirketting	3 1/4	3 3/4
Scarp of Ditto	5/8		Ditto, faying surface against Timbers	5 1/4	5 1/2			
Keelsons	14	14	Upper Deck	3 1/2	3			
Scarp of Ditto	5/10							

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	Hold Beam	Waterway
1 1/2		1 1/2	1		1	Bolts in	Knees
1 1/2		1 1/2	1 1/2		1 1/2		Sheer or Clamp
1		1	1 1/2		1 1/2	Deck Beam	Waterway
1 1/2		1 1/2	1 1/2		1 1/2	Bolts in	Knees
1 1/2		1 1/2	1 1/2		1 1/2		Sheer or Clamp
1 1/2		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		1 1/2	Treenails	Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 16 1/2 Inches. The Space between the Top-Timbers is 26 1/2 Inches.

The Floors consist of German & English Oak. The First Foothooks of German & Eng. Oak (as per Rule)

The Second Foothooks of Eng. Oak. The Third Foothooks and Top Timbers of Eng. 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 than 1/4 of breadth.

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 neatly bolted together to the Gunwale. from the floor upwards. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/36 1/2 of the entire moulding at that place.

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

The Keel is Amer. & Eng. Elm. The Main Keelson is Green heart and app. free from all defects.

The Stem, and Stern Post of English Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Eng. Oak. Deadwood, of Eng. Oak from 3 feet up and are app. free from all defects.

The Deck and Hold Beams of German Oak. 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,
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Amer. Elm and German Oak.

From the Light Water Mark to the Wales Stottin & Proutie Oak.

The Wales and Black-strakes are Dan. & Scot. Oak. The Topsides & Sheer-strakes Dan. & Scot. Oak.

The Spirketting and Plank-sheers German Oak. The Water-ways { Upper Deck German Oak,
Lower Deck

The Decks Yellow Pine. State of Good.

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

Planking Inside.—The Limber-strakes and Bilge-strakes are Dan. & Scot. Oak.

The Ceiling, Lower Hold, and between Decks Dan. & Scot. Oak. Shack Pieces and Clamps Dan. & Scot. Oak.

Fastenings.—To Hold Beams Iron locking knees, Eight pairs of hanging knees, and six pairs of hanging knees.

Deck Beams Iron locking knees, and 11 pairs of hanging knees.

Number of Breasthooks Five below Deck. Pointers One pair of Iron Crutches One of Iron.

Butt End Bolts are of Iron 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 Caricular.

Thickstuff over Double Floors are 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 Wilson Chilton Surveyor's Signature Thomas Lawrence

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 ^{Certificates produced} 18 1/2 tons 25 1/2 tons	210	1 3/16	Bower, ^{Certificate produced}	3	16.3.0
1	Fore Top Sails,	Hempen Stream Cable	80	0 1/2			16.2.0
2	Fore Topmast Stay Sails,	Hawser	60	1 3/16	Stream,	1	13.2.11 1/2
1	Main Sails,	Towlines	80	6 1/2			4.3.24 5/16
2	Main Top Sails,	Warp	80	6	Kedge,	2	2.3.18
and others as usual			All of <u>good</u> quality.				1.1.10

Her Standing and Running Rigging is of Hemp sufficient in size and Good in quality.

She has 2 Long Boat and two others

The present state of the Windlass is sound Capstan Winch Rudder and Pumps New and 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.	<u>Built under Special Survey from 16 March -</u>
3rd.	{ When completed, and before the plank be painted or payed }	<u>16th to the present date</u>

All the external Bolts in this vessel are of G. Metal to the entire exclusion of iron, the heels of the Timbers against the fore and after deadwood are also bolted through and clenched with G. Metal -

Wilson Charlton & Co

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

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

I am of opinion this Vessel should be Classed G. & H.

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

Order No. 1370 Special£ 17 : " : "

Certificate£ " : " : "

Committee's Minute 2nd October 1863

Character assigned 1 for 9 Years



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