

No. 8064 Survey held at London Date 22nd August 1863 23rd March 1864
on the B^o Cavalier Master T. Shepherd
Tonnage 343.84 Built at Longwich When built 1863 Launched 9th March 64
By whom built J. Hardie Owners Howard
Port belonging to Liverpool Destined Voyage St. South American
Surveyed while Building, Afloat, or in Dry Dock While building

Feet. Inches.			Feet. Inches.			Feet. Inches.		
Length aloft			Extreme Breadth Outside			Depth of Hold		
124.75			25.95			16.55		
IN SHIP.			REQUIRED PER RULE.			IN SHIP.		
Sided.	Moulded.	Ends.	Sided.	Moulded.	Ends.	In Ship.	Required per Rule.	Inches.
Scantlings of Timber.								
TIMBER AND SPACE			Outside.			Inside.		
Floors	11 1/2	10 1/2	9 1/2	11	9 1/2	Garboard Strakes	3 1/2	3 1/2
1 st Foothooks	9 1/2	9 1/2	9 1/2	9 1/2	9 1/2	Garboard to Bilge	3 1/2	3 1/2
2 nd Ditto	8 1/2	7 1/2	7 1/2	8 1/2	8 1/2	Bilge Planks	3 1/2	3 1/2
3 rd Ditto	7 1/2	5 1/2	5 1/2	7 1/2	5 1/2	Bilge to Wales	3 1/2	3 1/2
Top Timbers	7 1/2	5 1/2	5 1/2	7 1/2	5 1/2	Wales	4 1/2	4 1/2
Deck } No. 27 Average Space } 3 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Topsides	3 1/2	3 1/2
Beams } 3 1/2	8 1/2	8 1/2	8 1/2	8 1/2	8 1/2	Sheer Strakes	3 1/2	3 1/2
Deck Beams, length amidships	23 1/10					Plank Sheers	3 1/2	3 1/2
Hold } No. 10 Average Space } 3 1/2	12	12	10	11 1/2	11 1/2	Water-Upper Deck	9 x 10	5 1/2
Beams } 3 1/2	12	12	10	11 1/2	11 1/2	Ways Lower Deck		
Hold Beams, length amidships	24					Ditto, faying surface against Timbers	5 1/2	5 1/2
Keel	12	14		12 1/2	12 1/2	Upper Deck	3 1/2	3
Scarp of Ditto	6 1/2			5 1/4	13 1/4			
Keelsons	16	16	16	18 1/2	13 1/4			
Scarp of Ditto	7 1/2			5 1/4				

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.											
Copper Y.M. in Ship.			Iron in Ship.	Inches required per Rule	Copper Y.M. in Ship.			Iron in Ship.	Inches required per Rule	Y.M. in Ship. in Ship. Required per Rule	
Heel-Knee, & Deadw'd abaft					Transoms and throats of Hooks					Hold Beam } Waterway ..	
Scarp of Keel, N ^o . 7					Arms of Hooks					Bolts in) Knees 1 7/8 - 1 7/8	
Keelson Bolts through Keel					Thro' Bilge & Limber Strakes					Shelf or Clamp 7/8 - 7/8	
at each Floor					Thickstuff over Double Floors					Deck Beam } Waterway .. 1 1/2 - 1 1/2	
Bolts thro' Heels of Timbers					Butt End Bolts					Bolts in) Knees 7/8 1/2 - 7/8 1/2	
against Deadwood					Pintles of the Rudder					Shelf or Clamp 1 1/2 - 1 1/2	
										Nails or Bolts in Flat of Deck 6 1/2 - 6 1/2	
										Treenails Inches 1 1/4 - 1 1/4	

Timbering	The Space between the Floor Timbers and Lower Foothooks is	2	Inches	The Space between the Top Timbers is	3	Inches
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Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 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 3/4 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 and fairly free from sap
The frames are all bolted together to the Gunwale, from end to end N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak
The Keel is English Oak The Main Keelson is Greenheart and free from all defects.
The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are free from all defects.
The Deck and Hold Beams of English 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 American Elm
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Scantling Oak
From the Light Water Mark to the Wales Greenheart Morse
The Wales and Black-strakes are Teak & English Oak The Topsides & Sheer-strakes Teak & English Oak
The Spirketting and Plank-sheers Teak The Water-ways { Upper Deck Greenheart & English Oak
Lower Deck
The Decks Speltun pine State of Good
The Shifts of the Planking are not less than five 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 Greenheart
The Ceiling, Lower Hold, and between Decks Greenheart Morse Teak Shelf Pieces and Clamps Teak
Fastenings.—To Hold Beams nine pairs of knee-riders and lodging knees to every beam

Deck Beams nineteen pairs of staple standard knees and lodging knees to every beam
Number of Breasthooks five below deck Pointers two hooks Crutches one iron transom
Butt End Bolts are of iron in the Bottom: 2 Bolts in each Butt End one each through and clenched.
Bilge and Limber Strakes iron bolted through and clenched. Treenails of English Oak How Made curved
Thickstuff over Double Floors iron 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 Hardie Surveyor's Signature J. H. Mansford

51935-0425

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 .			<i>Cables produced of</i>	Fathoms.	Inches.	<i>Cables produced of</i>	N ^o .
2	Fore Sails,		<i>Admiral's - 20 fms</i>	240	1 1/4	Bower,	3
2	Fore Top Sails,		Neapen Stream Cable	60	7/8	14 1/4	13. 3. 0
2	Fore Topmast Stay Sails,		Hawser	90	6	Stream,	7
1	Main Sails,		Towlines	90	8		5. 1. 10
2	Main Top Sails,		Warp	90	4	Kedge,	2
and <i>plus as usual</i>			All of <u>Good</u> quality.				2. 2. 5

Her Standing and Running Rigging Wire & Hemp sufficient in size and Good in quality.

She has One Long Boat and Two others

The present state of the Windlass is Good Capstan Good Rudder Good 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	<u>Built under Special Survey</u>
2nd. When the Beams are put in, &c.	<u>between the 22nd August 1863.</u>
3rd. { When completed, and before the plank be painted or payed }	<u>and the 23rd March 1864</u>

This Vessel is fastened with Yellow Metal to the exclusion of iron as prescribed in the rules section 46 for vessels claiming an additional year for Metal fastenings James Haver

There are three pairs of iron plates let into the inside of the frame (diagonally) this bolted with Yellow Metal at each timber; the short bolts in the ceiling are of galvanised iron and the ship has been salted while building

All the materials required in accordance with Table A for the twelve years' grade, have been used. The scantlings except where noted are in accordance with the rules, each set of timbers are frame bolted throughout their entire lengths but some of the butts of the frame are less than one third of their moulding. Though wrought with buttled cheeks, a few timbers of the frame are not so well free from sap as required for the 12 years grade, but the sidings rather exceed the rules for the 30th scale, as in the some parts of the planking from the wales upwards is not so well wrought as desirable. The other part of the planking is being improved during progress. I therefore beg to recommend that the ship be classed in accordance with section 49 (being superior to the description of a ten years' ship). viz. 11 years for materials and 1 year for Metal fastenings. The rule for Special Survey (N^o 1445) is signed for 300 tons to class 10 years.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
tested during progress and examined by being in the survey. Wals scanned
If Sheathed, Doubled, Felted, or Coppered Yes or Felt When last done March 6th and 7th 1864

I am of opinion this Vessel should be Classed 12 A 1 * It will be seen that the third lower -

The Amount of the Fee.....£ 11 : " : " is received by me, Anchor, is 1 1/2 Cwt. below the reduction admitted

Order No 1445 Special£ 17 : 15 : " for Patent Anchors. Which the builder agrees to change if the Committee should so require

Certificate£ " : " : "

Committee's Minute 24th March 1864

Character assigned Δ 1 for 12 years

P.S. The Owner wishes that the vessel may appear in the Register book at
built at Southampton -