

No. 8211 Survey held at Sunderland Date 29th August 1863 to the 18th of August 1864
 on the Ship "DURHAM" Master
 Tonnage New 1286¹⁰⁰ Built at Pallion When built 1863 Launched 17th August 1864
 By whom built W G Marshall Owners G Marshall
 Port belonging to London Destined Voyage
 Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Scantlings of Timber.	Length aloft				Feet. Inches	Extreme Breadth Outside	Feet. Inches	Depth of Hold	Feet. Inches
	Sided,	In SHIP.	Moulded.	REQUIRED PER RULE.	Sided.	Middle. Ends.	Middle. Ends.	Thickness of Plank.	Inches.
TIMBER AND SPACE	33	"	"	33 ¹ / ₂	0	"	"	Garboard Strakes ..	4 ¹ / ₂
Floors	14 ¹ / ₂	14	13 ¹ / ₂	Garboard to Bilge ..	5				
1 st Foothooks	12 ¹ / ₂	13	12	12 ¹ / ₂	Bilge Planks	5			
2 nd Ditto	11 ¹ / ₂	7 ¹ / ₂	11 ¹ / ₂	11 ¹ / ₂	"	"	"	Bilge to Wales	5
3 rd Ditto	10 ¹ / ₂	7 ¹ / ₂	10	"	"	"	"	Wales	6
Top Timbers	10 ¹ / ₂	10	9	10	10	8 ¹ / ₂	"	Topsides	5
Deck Beams, length amidships	34/	"	"	"	"	"	"	Sheer Strakes	5
Hold Beams, length amidships	34/	14	12	14	14	11 ¹ / ₂	"	Plank Sheers	4
Keel	16	16	"	15 ¹ / ₂	15 ¹ / ₂	"	Water-ways Upper Deck	2 ¹ / ₂ X 12	
Scarps of Ditto	6 ¹ / ₂	"	"	6 ¹ / ₂	"	"	Ways Lower Deck	4 ¹ / ₂ X 10	
Keelsons	16	18	"	16 ¹ / ₂	16 ¹ / ₂	"	Ditto, faying surface against Timbers ..	9	
Scarps of Ditto	16	13	"	6 ¹ / ₂	"	"	Upper Deck	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. Treenails	
Heel-Knee, & Deadw'd abaft	1 ¹ / ₂	"	1 ¹ / ₂						
Scarps of Keel, N ^o . 8	1 ¹ / ₂	"	1 ¹ / ₂						
Keelson Bolts through Keel at each Floor	1 ¹ / ₂	"	1 ¹ / ₂						
Bolts thro' Heels of Timbers against Deadwood	1	"	1						
Transoms and throats of Hooks	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂						
Arms of Hooks	1 ¹ / ₂	"	1 ¹ / ₂						
Thro' Bilge & Limber Strakes	1 ¹ / ₂	1 ¹ / ₂	1 ¹ / ₂						
Thickstuff over Double Floors	1 ¹ / ₂	"	1 ¹ / ₂						
Butt End Bolts	1 ¹ / ₂	"	1 ¹ / ₂						
Pintles of the Rudder	4	"	3 ¹ / ₂						
The Floors consist of 1 ¹ / ₂ inch Greenheart English Oak. The First Foothooks of English Oak & Teak.									
The Second Foothooks of English Oak & Teak. The Third Foothooks and Top Timbers of English Oak & Teak.									
The Shifts of the First and Second Foothooks are not less than 3 ¹ / ₂ — 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 the same.									
The Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.									
The Butts of the Timbers are close together; their thickness not less than 3 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 Teak of Windlass is Iron Bark and is free from all defects.									
The Keel is E. A. Elm and Pine. The Main Keelson is Teak.									
The Stem, and Stern Post of E. Oak & Teak and Aprons of Teak & E. Oak. Deadwood of Teak Pine and Mora and are free from all defects.									
The Deck and Hold Beams of Greenheart Iron Bark Teak. 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 Teak & Iron Bark.									
From the Light Water Mark to the Wales Teak 14.									
The Wales and Black-strokes are Teak 14. The Topsides & Sheer-strokes Teak.									
The Spirketting and Plank-sheers Teak. The Water-ways { Upper Deck Teak Lower Deck Greenheart & Iron Bark.									
The Decks Corocie, Red pine and Yellow pine. State of Good.									
The Shifts of the Planking are not less than 2 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-butting.									
Planking Inside.—The Limber-strokes and Bilge-strokes are Iron Bark Greenheart & Teak & Mora. The Ceilings, Lower Hold, and between Decks Greenheart, Bark & Teak. Shelf Pieces and Clamps Teak, Iron Bark & Greenheart.									
Fastenings.—To Hold Beams 29 pairs of Hanging Kneec. 2 pairs of Staples & 1 pair of short Lodging Kneec to after Beams. Staple Kneec in way of mast round & 1 pair of short Kneec to fore Beam.									
Deck Beams 32 pairs of Hanging Kneec. 1 pair of Staples & 1 pair of short Lodging Kneec to after Beams, also short Lodging Kneec to the Beams in way of the Fore & Mizzen Mast Spaced, & to the forecastle Beam. a half Beam is fitted in the Mainmast Space instead of Kneec.									
Number of Breasthooks eight Pointers per pair of Hanging Kneec. Crutches one & one Cook, also Iron Bark.									
Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End one of each through and clenched.									
Bilge and Limber Strakes Yellow Metal bolted through and clenched. General Quality of Workmanship Very good.									
Thickstuff over Double Floors Yellow Metal bolted through and clenched.									
We certify that the above is a correct description of the several particulars therein given.									
Builder's Signature G. Marshall Surveyor's Signature J. C. D. Marshall									

Her Masts, Yards, &c. are in _____ condition, and sufficient in size and length.

Nº.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Nº.	ANCHORS, and their weights.	Weight.
	Fore Sails,	Chain				Bower,	
	Fore Top Sails,	Hempen Stream Cable				Stream,	
	Fore Topmast Stay Sails,	Hawser					
	Main Sails,	Towlines					
	Main Top Sails,	Warp				Kedge,	
and		All of _____ quality.					

Her Standing and Running Rigging

sufficient in size and _____ in quality.

She has _____ Long Boat and _____

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 Built under Special Survey
2nd. When the Beams are put in, &c. between the 29th of August 1863
3rd. { When completed, and before the plank be painted or payed } and the 18th of August 1864

This vessel is fastened with Yellow Metal to the exclusion of iron from the lower part of keel up to the height of one-fifth of the depth of hold, below the upper side of the Upper deck, and the remainder of fastening of Galvanized iron as prescribed by the Rules, Section 46, for vessels claiming an additional year for Yellow Metal & Galvanized iron fastenings.

The frame of this ship was coated with lime before plankings. There are two pairs of long diagonal plates let into the frame outside both in the range of the foremast and at the fore part of Poop - 4 & 5 to. bolted in every timber. There is also an iron strap inserted in the timbers round the stern and quarters. Inside there are sixteen pairs of long sides extending from the thick clamps of upper deck down to the floors. Four pairs in midships being vertical the rest radiated towards the ends. These are fitted on the clamps ceiling partly by letting in and wedging up. The hold beam shelf and waterways being covered over them afterwards and the whole were bolted with Yellow Metal below, and galvanized iron above the limit prescribed. The clenches of these bolts outside, are covered with dowels and marine glue. The shelves and waterways are bolted in every timber. This ship has a full bows and forecastle.

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 13A.

The Amount of the Fee..... £ 5: - : - Is received by me,

Order No 11454. Special £ 64: 6: - 1/64 London

See Agent for Certificate £ : : -

Committee's Minute. 2nd September 1864.

Character assigned A - for 13 years yet

This vessel has proceeded to London to receive her annual survey

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