

No. 8264 Survey held at Sunderland Date December 1st 1864
on the Barque "Henry Grenfell" Master Robertson
Tonnage Old Built at Sunderland When built 1864 Launched 14th May 1864
By whom built Geo Gardner Owners John Hoay & Co
Port belonging to London Destined Voyage West Indies
If surveyed while Building, Afloat, or in Dry Dock While building

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
139.2		20.5		10.5													
Scantlings of Timber.						Thickness of Plank.											
Timber and Space						Outside.						Inside.					
Floors						Garboard Strakes						Limber Strakes					
1st Foothooks						Garboard to Bilge						Bilge Planks					
2nd Ditto						Bilge Planks						Ceiling in Flat					
3rd Ditto						Bilge to Wales						Ditto Bilge to Clamp					
Top Timbers						Wales						Hold Beam Clamps					
Deck { N ^o 25 Average Space }						Topsides						Deck Beam Ditto					
Beams { N ^o 25 Average Space }						Sheer Strakes						Ceiling 'twixt Decks					
Deck Beams, length amidships						Plank Sheers						Hold Beam Shelves					
Hold { N ^o 25 Average Space }						Water- { Upper Deck						Deck Beam Ditto					
Beams { N ^o 25 Average Space }						Ways { Lower Deck											
Hold Beams, length amidships						Ditto, faying surface against Timbers											
Keel						Upper Deck											
Scarp of Ditto																	
Keelsons																	
Scarp of Ditto																	

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, & Deadw'd abaft			1 1/4			1 1/4			Transoms and throats of Hooks			1 1/2			1 1/2								
Scarphs of Keel, N° 7			1 1/8			1 1/8			Arms of Hooks			1 1/8			1 1/8								
Keelson Bolts through Keel			1 1/2			1 1/2			Thro' Bilge & Limber Strakes			1 1/2			1 1/2								
at each Floor			1 1/8			1 1/8			Thickstuff over Double Floors			1 1/2			1 1/2								
Bolts thro' Heels of Timbers			1 1/2			1 1/2			Butt End Bolts			1 3/4			1 3/4								
against Deadwood			1 1/8			1 1/8			Pintles of the Rudder			1 3/4			1 3/4								
Timbering												The Space between the Floor Timbers						The Space between the Floor Timbers					
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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 .		Test in tons	Fathoms. Inches.	Test in tons	N ^o Weight.
2	Fore Sails,	Chain.....34 x 40 1/2	270 1 3/4 1/8	Bower, Rodgers	20 1 15.2.26
2	Fore Top Sails,	Hempen Stream Cable	90 9	do.	20 1 19.0.0
2	Fore Topmast Stay Sails,	Hawser . Chain	60 1/8	Stream,	1 6.2.17
2	Main Sails,	Towlines	90 6		
2	Main Top Sails,	Warp	90 5	Kedge,	1 3.1.10
and others as usual		All of <u>Good</u> quality.	90 4		1 1.1.18

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

She has A Long Boat and 2 others

The present state of the Windlass is secure 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	{	<u>Build under Special Survey from 2^d June 1864 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 vessel is fastened externally with treenails and with yellow metal bolts and clumps, to the entire exclusion of iron, from the lower part of keel, up to the height of 1/8 of the depth of hold below the upper side of the upper Deck, above which all fastenings of every description, are of Galvanized iron, and the whole of the inside fastenings except the frame bolts are of iron properly galvanized. There are 12 pairs of diagonal plates 4" x 5" inserted into the outside of the frames, and bolted with short bolts.

Georgardner

The Fore & Main masts and bowsprit are of Iron, of the scantling as per sketch herewith.

Testing certificates of the Chain cables and Anchors have been produced signed by Mr John Thompson, Surveyor.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, or Coppered Yellow metal on felt When last done 1864
I am of opinion this Vessel should be Classed 10 A 1
The Amount of the Fee.....£ 5 : " : " is received by me,
Order No 1575 Special£ 23 : " : "
Certificate£ " : " : "

Committee's Minute 2nd December 1864

Character assigned A 1 for 10 years

Iron Beams



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