

No. 8264 Survey held at Sunderland Date December 1st 1804
 on the Barque "Henry Greenfell" Master Robertson
 Old Tonnage New 160, 65 Built at Sunderland When built 1804 Launched 1st November
 By whom built G. Gardner Owners John Hay & Co.
 Port belonging to London Destined Voyage West Indies
 If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft	Feet.	Breadth.	Extreme Breadth Outside	Feet.	Breadth.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.		IN SHIP.	REQUIRED PER RULE.		IN SHIP.	Required per Rule.	IN SHIP.	Required per Rule.
TIMBER AND SPACE		Sided.	Middle.	Ends.	Sided.	Middle.	Ends.	
Floors	12 1/2	10 1/2	10 1/2	12 1/2	12 1/2	10 1/2	Garboard Strakes ..	3 3/4
1 st Foothooks	10 1/2	10 1/2	-	10 1/2	10 1/2	-	Garboard to Bilge ..	3 1/2
2 nd Ditto	9 1/2	9 1/2	-	9 1/2	9 1/2	-	Bilge Planks	4
3 rd Ditto	8 1/2	6	6	8 1/2	6	6	Bilge to Wales	4
Top Timbers	8 1/2	-	6	8 1/2	"	6	Wales	5
Deck Beams, length amidships	6 1/2	4 1/2	4 1/2	6 1/2	4 1/2	4 1/2	Topsides	4 1/2
Hold Beams, length amidships	7 1/2	5 1/2	5 1/2	7 1/2	5 1/2	5 1/2	Sheer Strakes	4
Keel	13 1/2	14 3/4	14 3/4	13 1/2	13 1/2	13 1/2	Plank Sheers	4
Scarps of Ditto	6 1/2	-	5 1/2	"	"	"	Waterways { Upper Deck	10 1/2 x 10 3/4
Keelsons	11 1/2	11 1/2	-	11 1/2	11 1/2	-	Ways { Lower Deck	9 x 9
Scarps of Ditto	6 1/2	-	6 1/2	6 1/2	-	"	Ditto, faying surface against Timbers ..	6
							Upper Deck	3
								3

Thickness of Plank.	Feet.	Inches.
Garboard Strakes	3 3/4	3 3/4
Garboard to Bilge ..	3 1/2	3 1/2
Bilge Planks	4	3 1/2
Bilge to Wales	4	3 1/2
Wales	5	5
Topsides	4 1/2	4 1/2
Sheer Strakes	4	4
Plank Sheers	4	3 1/2
Waterways { Upper Deck	10 1/2 x 10 3/4	6
Ways { Lower Deck	9 x 9	"
Ditto, faying surface against Timbers ..	6	6
Upper Deck	3	3

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	Copper or Y.M. In Ship.	Iron In Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2	1 1/2	Waterway ..	5/8
Scarps of Keel, N°.	15/16	15/16	Arms of Hooks	15/16	15/16	Knees	1 1/2 x 15/16	1 1/2 x 15/16
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	15/16	15/16	Shelf or Clamp	15/16	15/16
Bolts thro' Heels of Timbers against Deadwood	14/15	14/15	Thickstuff over Double Floors	-	-	Deck Beam	1 1/2	1 1/2
			Butt End Bolts	13/12	13/12	Knees	15/16	15/16
			Pintles of the Rudder	3	3	Shelf or Clamp	15/16	15/16
						Nails or Bolts in Flat of Deck	1/2	1/2
						Treenails	1/4	1/4

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

The Floors consist of German Oak.

The First Foothooks of German & Eng. Oak, for 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 extreme breadth

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.

The Frames are all bolted together to the Gunwale. from the floors upwards N.B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 13 to 15 of the entire moulding at that place.

The Frame is nearly all chocked with a 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. Oak. The Main Keelson is Green heart. and 1/2 free from all defects.

The Stem, and Stern Post of Eng. Oak, & Teak.

The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Eng. Oak, Deadwood, of Eng. Oak from 2 feet upwards and below of Amer. & Eng. Oak and are 1/2 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,

or to the First Foothook Heads,

From the above named Height to the Light Water Mark Dantzig and Stettin Oak.

From the Light Water Mark to the Wales Dantzig and Stettin Oak.

The Wales and Black-strokes are Teak and French Oak.

The Topsides & Sheer-strokes Teak and French Oak.

The Spirketting and Plank-shears Teak,

The Water-ways { Upper Deck, Teak & French Oak
Lower Deck German Oak.

The Decks Yellow Pine,

State of Good

The Shifts of the Planking are not less than 5 to 6 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 Dan & Stettin Oak

The Ceiling, Lower Hold, and between Decks Dan & Stettin Oak. Shelf Pieces and Clamps Dan & Stettin Oak

Fastenings.—To Hold Beams Strips of plates 10 x 3/16 riveted to their ends, and Angle irons on the outer edge 4 x 3 3/16 bolted to every Timber alternately they are though and clenched, having knees to every Beam and alternately they are driven down and bolted through floors, and angle irons fore & aft each side, 4 x 3 3/16. Deck Beams Strips of plates 10 x 3/16 riveted to their ends, are Angle irons on the outer edge 4 x 3 3/16 bolted to every Timber alternately though and clenched, having knees to every Beam and fore and aft. Tie plates outside of hatchways, and 4 pairs diagonal plates 10 x 3/16.

Number of Breasthooks Five under Main Deck Pointers Hooks and Crutches Three below Main Transom.

End Bolts are of Yellow Metal in the Bottom: Two Bolts in each Butt End One through and clenched.

and Limber Strakes are one bolted through and clenched. Treenails of Eng. Oak & teak How Made Circular

Faststuff over Double Floors 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 G. Gardner Surveyor's Signature Thomas Lawrence

SL 036-0100

Lloyd's Register Foundation

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

She has SAILS.

N°.	CABLES, &c.	Fathoms.	Inches.	ANCHORS, and their weights.	N°	Weight.
2	Chain 34 x 40 $\frac{1}{2}$	270	1 $\frac{3}{8}$ $\frac{1}{2}$	Bower, 20	1	22 cwt 15.2.26
2	Hempen Stream Cable	90	9	Rodgers 20	1	19.0.0
2	Hawser Chain	60	7 $\frac{1}{2}$	as. 20	1	19.2.0
2	Towlines	90	6	Stream,	1	6.2.17
2	Warp	90	5	Kedge,	1	3.1.10
and others as usual	All of Good 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

2nd. When the Beams are put in, &c.

3rd. { When completed, and before the
plank be painted or payed }

Built under Special Survey from 2nd June 1864
to the present date

This vessel is fastened externally with treenails and with yellow metal bolts and
dumps, to the entire exclusion of iron, from the lower part of keel, up to the height of $\frac{1}{5}$ 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 $4 \frac{1}{2} \text{ in.} \times 5 \text{ in.}$ inserted into the outside of the frames, and bolted
with short bolts.

Georgian

The two Main masts and Bowsprit are of Iron, of
the scudding as per sketch herewith.

Faking 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 - to the water When last done 1864

I am of opinion this Vessel should be Clasped 10 A. 1

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

Order No 1575 Special £ 23 : " : "

Certificate £ " : " : "

G. H. J.
G. H. J.

Committee's Minute 2nd December 1864

Character assigned

A 1 for 10 Years

Iron Dreams

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Foundation