

COMPOSITE SHIP.

No. 9077 Survey held at Sunderland Date July 12th 1867
on the Barge "Ocean Rover" Master Hammond
Tonnage under tonnage deck 548¹⁵/₁₀₀ Built at Sunderland When built 1867 Launched July 1st 1867
Ditto of poop or spar deck
Ditto of engine room
By whom built R Thompson & Co Owners M^r & M^s Thompson
Gross tonnage
Total Register tonnage 548¹⁵/₁₀₀ Port belonging to Sunderland Destined Voyage East Indies
If Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Feet.	Inches.	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Horse.	No. of Decks
Length aloft	<u>150 0</u>	Extreme Breadth	<u>28 9</u>		<u>18</u>	<u>2</u>		<u>One</u>
Dimensions of Ship per Register, length <u>153 0</u> breadth <u>28 7 1/2</u> depth <u>18 0</u>								
Inches in Ship. as approved required per Rule. for 500 tons Scale.								
Keel, siding and moulding	<u>14 x 1 1/2</u>			<u>14 x 1 1/2</u>				
" plate, breadth and thickness	<u>26 x 10 1/16</u>			<u>26 x 10 1/16</u>				
Stem, siding and moulding	<u>13 1/2 x 1 1/2</u>			<u>14 x 1 1/2</u>				
Fore deadwood plate, breadth and thickness	<u>14 1/2 x 3 1/16</u>			<u>14 x 3 1/16</u>				
Stern-post, siding and moulding	<u>13 1/2 x 1 1/2</u>			<u>14 x 1 1/2</u>				
After deadwood plate, breadth and thickness	<u>13 1/2 x 3 1/16</u>			<u>14 x 3 1/16</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>18</u>			<u>18</u>				
Inches. In Ship. 16ths. In Ship. as approved required per Rule. for 500 tons Scale.								
Frames, Size of Angle Iron, single or double	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>7</u>		
" " Reversed Iron, if to every frame or every	<u>2 3/4</u>	<u>2 3/4</u>	<u>6</u>	<u>2 3/4</u>	<u>2 3/4</u>	<u>6</u>		
Floors, depth and thickness of Floor Plate at								
Mid line	<u>19</u>	<u>8</u>		<u>18 1/2</u>	<u>8</u>			
" Ditto ditto at Bilge Keelson	<u>7 1/2</u>	<u>8</u>		<u>7 1/2</u>	<u>8</u>			
" Size of Reversed Angle Iron, and No. at top of Floor Plate	<u>2 3/4</u>	<u>2 3/4</u>	<u>6</u>	<u>2 3/4</u>	<u>2 1/2</u>	<u>6</u>		
" If of Wood, siding & moulding, at Mid. line								
Beams, Deck (No. 32) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>		
" " double or single Angle Iron, on edge	<u>2 3/4</u>	<u>2 3/4</u>	<u>5</u>	<u>2 3/4</u>	<u>2 1/2</u>	<u>5</u>		
" " average space between	<u>4 1/2</u>			<u>4 1/2</u>				
" Hold, or Lower Deck (No. 29) double Angle, Tee, Plate, or Bulb Iron	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>	<u>7</u>		
" " double or single Angle Iron, on edge	<u>2 3/4</u>	<u>2 3/4</u>	<u>5</u>	<u>2 3/4</u>	<u>2 1/2</u>	<u>5</u>		
" " average space between	<u>4 1/2</u>			<u>4 1/2</u>				
Keelson, single or double plate, box, or intercostal								
a plate also on Size of Plates	<u>12 3/4</u>	<u>11</u>		<u>12 1/2</u>	<u>11</u>			
Size of Angle Irons	<u>4 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7</u>		
" If of Wood, siding and moulding								
" Side, single or double, plate, box, or intercostal								
" Bilge (No.) at each Bilge, single, or double, plate or box	<u>4 1/2</u>	<u>3 1/2</u>	<u>7</u>	<u>4 1/2</u>	<u>3 1/2</u>	<u>7</u>		
Outside Plank.								
Garboard Strakes, thickness	<u>7 1/2</u>	<u>5</u>						
Garboard to Topsides ditto	<u>5</u>	<u>5</u>						
Topsides ditto	<u>4</u>	<u>4</u>						
Sheerstrakes ditto	<u>4</u>	<u>4</u>						
Planksheers ditto	<u>4</u>	<u>4</u>						
Water-way Upper Deck	<u>11</u>	<u>11</u>						
Ways Lower Deck								
Inches. In Ship. 16ths. In Ship. as approved required per Rule. for 500 tons Scale.								
Iron Sheerstrake, breadth and thickness	<u>24</u>	<u>8</u>	<u>24</u>	<u>8</u>				
" Bilge Plate ditto ditto	<u>12</u>	<u>8</u>	<u>12</u>	<u>8</u>				
Diagonal Plates on Frames	<u>6</u>	<u>8</u>	<u>6</u>	<u>8</u>				
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness	<u>21</u>	<u>8</u>	<u>21</u>	<u>8</u>				
Angle Iron on ditto	<u>4 1/2 x 3 1/2</u>	<u>7</u>	<u>4 1/2 x 3 1/2</u>	<u>7</u>				
Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways	<u>10</u>	<u>8</u>	<u>10</u>	<u>8</u>				
Diagonal Tie Plates on ditto	<u>10</u>	<u>8</u>	<u>10</u>	<u>8</u>				
Flat of Upper Deck, thickness	<u>3 1/2</u>		<u>3 1/2</u>					
Ceiling betwixt Decks, thickness	<u>1 1/2</u>		<u>1 1/2</u>					
" in Hold, thickness	<u>2 1/2</u>		<u>2 1/2</u>					
Clamps or Spirketting ditto								
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness	<u>15 1/2</u>	<u>8</u>	<u>15 1/2</u>	<u>8</u>				
Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams	<u>4 1/2 x 3 1/2</u>	<u>7</u>	<u>4 1/2 x 3 1/2</u>	<u>7</u>				
Stringers in Hold	<u>4 1/2 x 3 1/2</u>	<u>7</u>	<u>4 1/2 x 3 1/2</u>	<u>7</u>				
Flat of Lower Deck, thickness								
Diameter of Hold Pillars	<u>2 1/2</u>		<u>2 1/2</u>					
Main piece of Rudder, diameter at head	<u>14 1/2 x 16 1/4</u>	<u>15</u>	<u>15</u>					
(Can the Rudder be unshipped afloat)	<u>Yes</u>							

The Floors consist of Iron plate The Main piece of Rudder is E. I. Seal of Windlass is Iron Bolt

The Keel is Iron & Am R Elm The Main Keelson is Iron Plate & double angle iron and apply free from all defects.

The Stem, and Stern Post of E. I. Seal The Transoms, Knight Heads, Hawse Timbers, and Aprons of Iron & E. I. Seal Deadwood, of Am R Elm & Iron and are apply free from all defects.

The Deck and Hold Beams of Iron The Breasthooks of Iron The Knees of Stone

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Am R Elm, Greenheart & E. I. Seal

From the above named Height to the Light Water Mark E. I. Seal

From the Light Water Mark to the Wales E. I. Seal

The Wales and Black-strakes are E. I. Seal The Topsides & Sheerstrakes E. I. Seal

The Spirketting and Planksheers E. I. Seal The Water-ways { Upper Deck E. I. Seal Lower Deck E. I. Seal

The Decks Y Pine State of X How fastened to Beams Galvanize Iron Bolt with Nuts & Washers

The Shifts of the Planking are not less than 6 Feet in 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 True between, and without step-bulging.

Planking Inside.—The Limber-strakes and Bilge-strakes are Red pine

The Ceiling, Lower Hold, and between Decks Red & Y Pine Shelf pieces and Clamps

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? Double

Planksheer, how secured to the plating of the sides Explain by sketch { Planksheer bolted into Wood Waterways & Sheerstrakes

Waterway " " planksheer and to the Beams if necessary. { Waterway bolted through Iron Stringer Plate & Sheerstrakes

Deck Beams, how secured to the side? Rivetted to Frames and Stringer Plate.

Hold or Lower Deck ditto Rivetted to Frames and Stringer Plate.

General Quality of Workmanship Good No. of breasthooks Five crutches Three

What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, &c.? Plates by Sonnet & Son & Co

Manufacturer's name or trade mark Angle Irons by Stockton Malleable Iron Co

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature R Thompson Surveyor's Signature Samuel Martin

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, Galvanized Iron, or Iron.

	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
Deadwood forward and aft ..	1 3/16	—	1 1/2	Transoms and throats of Hooks	—	—	—	Hold Beam Bolts in	Waterway	—	—
Scarphs of Keel, N° 1 & 2 ..	1	—	1	Arms of Hooks	—	—	—		Knees	—	—
Keelson Bolts through Keel at each Floor	—	—	—	Thro' Frames and Planking	1 1/2	1 1/2	1 1/2	Deck Beam Bolts in	Waterway	15/16	1 1/2
Bolts through Iron Keel Plate and Wood Keel	1 1/8	—	1 1/2	Butt End Bolts ..	1 1/2	1 1/2	1 1/2		Knees	—	—
				Pintles of the Rudder	3 1/2	—	3	Nails or Screws in Flat of Deck	Shelf or Clamp	—	—

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

N°.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N°.	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2	Fore Sails,	Chain	30	1 1/8	40 1/2	1 1/8	40 1/2	Bowers	1	18.0.15	19.4.15	18.0.0	19.4.1
2	Fore Top Sails,		240	1 7/8	37 1/4	1 7/8	37 1/4		1	18.0.4	19.2.0	18.0.0	19.2.0
2	Fore Topmast Stay Sails,	Hempen Stream Cable ..	75	8 1/2					1	15.2.6	17.5.1	15.1.6	17.5.1
2	Main Sails,	Hawser Chain	60	7/8				Stream	1	8.1.7	—	8.0.0	—
2	Main Top Sails,	Towlines	75	6 1/4					1	4.0.7	—	4.0.0	—
and	space sails	Warp	75	5 1/4				Kedges	1	2.2.14	—	2.0.0	—
		All of <u>good</u> quality.											

Her Standing and Running Rigging of wire sufficient in size and good in quality.

She has One Long Boat and two others

The present state of the Windlass is good Capstan much and Rudder good Pumps 2 of iron good

Order for Special Survey

No. 1948

Date March 29/67

DATES of

Order for Ordinary Survey

No. —

Date —

Surveys held while building

- 1st. Examination of the wood keel, stem, stern post, and deadwood before they are coated
- 2nd. Of the frame before it is painted, strapped, or plated
- 3rd. Of all the beams, stringers, plates, &c., when in place, rivetted-up ready to receive the planking
- 4th. When the vessel is planked outside, dubbed fair, and all the fastenings completed, but before she is either caulked, coated, or cemented, so that the inside and outside of the planking, and the bolts and their nuts, may be carefully examined
- 5th. When the vessel is caulked and completed
- 6th. When the vessel is launched and equipped

State if she has a Spar Deck None

Poop Half Poop

or Forecastle None

General Remarks,

This vessel is through fastened with yellow metal bolts (screws) with Nuts, to the exclusion of Iron, from the lower part of keel up to the height of one fifth the depth of hold below the upper side of the Main Deck, above which all the fastenings (including that in the Main Deck) are galvanized iron bolts.

She has a Deck House abait the Foremast about 20 1/2 feet long by 13 ft wide.

Sketches attached. The Middle line keelson is continued up the stem and sternpost up to the lower hold beams.

Certificates of the Test of the Chain Cables and Anchors issued from the Lendulane Public Testing Machine, and signed by Mr John Thompson have been produced.

In what manner are the surfaces of Iron Work preserved from oxidation Red Paint & Cement in flat of bottom inside

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal on feet When last done July 1867

I am of opinion this Vessel should be Classed 14/1/1 Senhouse Martindale

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

Special£ 27 : 0 : :

Certificate£ : : : :

Committee's Minute 16th July 1867

Character assigned A 1 for 14 Years

General Com: Min

1 August 1867 Raised to A 1 for 14 Years



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