

COMPOSITE SHIP.

Rev 10/6/69

No. 9627 Survey held at Sunderland Date June 7th 1869
on the Barge "Lady Elizabeth" Master Cobbett
Tonnage under tonnage deck 580 61
Ditto of quarter deck 100 22
Ditto of poop, fore-castle, or other erections on upper deck 14 22
Ditto of spar deck Gross 672 06
Ditto of engine room 14 51
Gross tonnage, less crew space 657 55
Total Register tonnage, as entered on beam 657 55
Built at Sunderland When built 1869 Launched 27th May 1869
By whom built Robt. Thompson junr. Owners Wilson & Co.
Port belonging to London Destined Voyage London
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.	N ^o . of Decks
Length aloft	<u>160</u>	Extreme Breadth	<u>30</u>	<u>6</u>	<u>18</u>	<u>2</u>	—	<u>One</u>
(Dimensions of Ship per Register, length <u>160</u> breadth <u>30</u> depth <u>18</u>)								
Inches in Ship.				Inches required per Rule.				
Inches.	Inches.	16ths.	Inches.	Inches.	16ths.	Inches.	16ths.	Inches.
Keel, siding and moulding	<u>14</u> <u>x</u> <u>15 1/2</u>			<u>14</u> <u>x</u> <u>15 1/2</u>				
" plate, breadth and thickness	<u>28</u> <u>x</u> <u>1 1/16</u>			<u>28</u> <u>x</u> <u>1 1/16</u>				
Stem, siding and moulding	<u>13 1/2</u> <u>x</u> <u>14</u>			<u>13 1/2</u> <u>x</u> <u>14</u>				
Fore deadwood plate, breadth and thickness	<u>21</u> <u>x</u> <u>1 1/16</u>			<u>21</u> <u>x</u> <u>1 1/16</u>				
Stern-post, siding and moulding	<u>13 1/2</u> <u>x</u> <u>14</u>			<u>13 1/2</u> <u>x</u> <u>14</u>				
After deadwood plate, breadth and thickness	<u>21</u> <u>x</u> <u>1 1/16</u>			<u>21</u> <u>x</u> <u>1 1/16</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>18</u> <u>ins</u>			<u>18</u> <u>ins</u>				
* at bottom of floor plate								
Frames, Size of Angle Iron, single & 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, to every frame	<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>				
" " every alternate frame	<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>				
Floors, depth and thickness of Floor Plate at Mid line	<u>20</u> <u>8</u>			<u>20</u> <u>8</u>				
" Ditto ditto at Bilge Keelson	<u>9</u> <u>8</u>			<u>9</u> <u>8</u>				
" Size of Reversed Angle Iron, and N ^o . at top of Floor Plate	<u>2 1/2</u> <u>3</u> <u>6</u>			<u>2 1/2</u> <u>3</u> <u>6</u>				
" If of Wood, siding & mould'g, at Mid. line	—			—				
Beams, Deck (N ^o . <u>34</u>) double Angle Iron, including 1/2 Beams Plate, Tee, or Bulb Iron	<u>7</u> <u>8</u>			<u>7</u> <u>8</u>				
" " double or single Angle Iron, on the upper edge	<u>2 1/2</u> <u>3 1/2</u> <u>5</u>			<u>2 1/2</u> <u>3 1/2</u> <u>5</u>				
" " average space between	<u>every third frame</u>			<u>every third frame</u>				
" Hold, or Lower Deck (N ^o . <u>31</u>) including 1/2 double Angle Tee, Plate, or Bulb Iron	<u>8</u> <u>9</u>			<u>8</u> <u>9</u>				
" " double or single Angle Iron, on the upper edge	<u>3</u> <u>3</u> <u>6</u>			<u>3</u> <u>3</u> <u>6</u>				
" " average space between	<u>every third frame</u>			<u>every third frame</u>				
Keelson, single or double plate, box or intercostal	<u>standing above floor</u>			<u>standing above floor</u>				
" Size of Plates	<u>13 1/2</u> <u>12</u>			<u>13 1/2</u> <u>12</u>				
" Size of Angle Irons	<u>3 1/2</u> <u>4 1/2</u> <u>7</u>			<u>3 1/2</u> <u>4 1/2</u> <u>7</u>				
" If of Wood, siding and moulding	—			—				
" Side, single or double, plate, box, or intercostal	<u>12 1/2</u> <u>8</u>			<u>12 1/2</u> <u>8</u>				
" Bilge (N ^o . <u>One</u>) at each Bilge, single or double, plate or box	<u>3 1/2</u> <u>4 1/2</u> <u>7</u>			<u>3 1/2</u> <u>4 1/2</u> <u>7</u>				
" Bulb plate for 1/2 length amidships	<u>8</u> <u>8</u>			<u>8</u> <u>8</u>				
The Keel consists of <u>American Rock Elm</u>								
The Stem <u>Leak & rug oak</u>								
Stern Post <u>E. S. Leak</u>								
Apron <u>Iron</u>								
Inner Stern Post <u>Leak & Iron</u>								
Deadwood <u>Leak & Iron</u>								
Knight-heads, and Hawse Timbers <u>Leak & Iron</u>								
The Floors <u>Iron plate</u>								
Wood Frames								
and Ceiling upon them								
Beams <u>Iron bulb plate & angled</u>								
and Keelsons <u>Iron plate and angled</u>								
and are <u>App</u> free from all defects.								

Planking Outside.—From the Keel to the Height of one-fifth the depth of Hold as per Table I American Rock Elm
Ditto ditto from Keel to the Height of two-fifths the depth of Hold ditto American Rock Elm
Ditto ditto from two-fifths the depth of Hold to Gunwale E. S. Leak
The Upper Deck Waterway Gutter Gunwale Planksheer — and Roughtree Timbers
The Main Piece of Rudder African Oak Windlass African Oak and Pall Bitt African Oak
The Decks Yellow-pine State of good How fastened to Beams Galvanised Iron Screw Bolts
The Shifts of the Planking are not less than 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-strakes and Bilge-strakes are
The Ceiling, Lower Hold, and between Decks Red-pine Shelf pieces and Clamps —
Butt Straps of Keel Plates, Keelsons, Stringer and Tie Plates, of every description, are they of proper dimensions, and Rivetted in accordance with the Rules? Yes State which Table when keel double through single rivetting exists.

Planksheer, how secured to the plating of the sides? Explain by sketch } Gutter Gunwale
Waterway " " planksheer and to the Beams? if necessary. }
Deck Beams, how secured to the side? Turned down ends, & rivetted to main frames & stringer plates
Hold or Lower Deck Beams ditto? Turned down ends, & rivetted to main frames & stringer plates
General Quality of Workmanship Good No. of breasthooks five crutches four
What description of Iron is used for the Frames, Beams, Keelsons, Stringer and Tie Plates, Outside Plating, Rivets, &c. Angled & Beam plates
Manufacturer's name or trade mark by the Stockton malleable Iron Co.; Plates by the Consett Iron Co.

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

Builder's Signature

Surveyor's Signature

James Stur

Lloyd's Register
Foundation

SLD938-0072

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

	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 1/8	-	1 1/8	Transoms and throats of Hooks	3/4	-	3/4	Pintles of the Rudder	3/8	-	3/8
Scarphs of Keel, N ^o . 8	1 3/16	-	1 3/16	Arms of Hooks	3/4	-	3/4	Hold Beam { Waterway	-	-	-
Keelson Bolts through Keel at each Floor	-	-	-	Thro' Frames and Planking....	1 3/16	1 3/16	1 3/16	Bolts in { Knees.....	3/4	-	3/4
Bolts through Iron Keel Plate and Wood Keel	1 1/8	-	1 1/8	Butt End Bolts	1 3/16	1 3/16	1 3/16	Deck Beam { Waterway	-	-	-
Garboard Bolts Athwartship..	1 3/16	-	1 3/16	Rivets.....	3/4	-	3/4	Bolts in { Knees.....	-	-	-
								Shelf or Clamp	-	-	-
								Nails or Bolts in Flat of Deck	-	9/16	9/16

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron or Steel give the Scanlings 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.

State also Length and Diameter of Lower Masts and Bowsprit Please see sketch attached

The fore & main lower masts, and the bowsprit are of iron. In testing certificates of anchors & chain cables have been produced, issued from the Sunderland public testing machine & signed by Mr. John Hartness

No.	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	240	1 1/2	40 1/2	1 1/2	40 1/2	Bowers	1	22.2.14	22.16.3 1/4	21	21 1/2
2	Fore Top Sails,		30	1 1/2	44	"	"		1	21.1.0	22.11.0	21	21 1/2
3	Fore Topmast Stay Sails,	Hempen Stream Cable..	75	8 1/4				Stream	1	17.3.4	18.17.0	17.3.11	18 1/2
4	Main Sails,	Hawser Chain..	60	7 1/8					1	9.2.0			
5	Main Top Sails,	Towlines	75	10				Kedges	1	4.2.0			
		Warp	75	7					1	2.1.0			
		All of <u>good</u> quality.											

Her Standing and Running Rigging Wiri & Hemp sufficient in size and good in quality.

She has one life boat Long Boat and 3 others

The present state of the Windlass is firm Capstan X and Rudder X Pumps 2 Metal & good

Order for Special Survey

No. 2158 DATES of

Date 28th Dec 1868

Order for Ordinary Survey

No. while building

Date

- 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

No

Poop

Yes

Forecastle

Monkey

or raised Quarter Deck

No

General Remarks,

This vessel is fastened with yellow metal screw bolts & nuts from the lower part of keel up to one-fifth the depth of hold, below the upper side of upper deck, above which, the screw bolts & nuts are of properly galvanized iron; The Poop is constructed in a rounded form at the gunwale, with beams of plain angle iron as per rule, & she is fitted with iron stemson & sternson & iron heel knees, similar to previous vessels built by Mr. Thompson, & approved by the Committee.

This vessel was framed with a view to having a half Poop, but the builder, to meet the wishes of the present owners has made a full Poop, & consequently the main frames do not run up to the lower part of the curve, as per rule section 23, but the beams scarph down over the frames with not less than 2 ft lengths, with a plate mitted on the outside of 2 1/2 x 24 in x 1/4, to compensate for the frames being rather short. The rudder is fitted with Glover's Pat. steering Apparatus.

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside Painted with red lead & oil

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

If Sheathed, Doubled, Felted, or Coppered Of Metal on felt 18 ft up When last done Now

I am of opinion this Vessel should be Classed 16 A subject to the approval of the Committee for the 3rd Power Anchor

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

Special£ 32 : 14 : "

Certificate£ : : : "

Committee's Minute 15th June 1869

Character assigned A 1 for 16 Year Vessel

I am of opinion this Composite Rudder is eligible for Classification as recommended to the Committee above.

