

# COMPOSITE SHIP.

No. 9704 Survey held at Sunderland

Date \_\_\_\_\_

October 2 <sup>and</sup>  
"

1869.

on the Ship Jamesa

Master G Phillips

Tonnage under tonnage deck 630. 53

*Ditto of quarter deck* 8. 25

Ditto of poop, forecastle or  $\frac{1}{2}$  - 81.04

~~Ditto of spar deck~~

~~Ditto of engine room~~

Gross tonnage, ~~tons~~ ) — — — — — 738. 78

- crew space - 1 - - - - - 21.59

as cut on beam } 717.19

Built at Sunderland When built 1869 Launched Sept<sup>r</sup> 4<sup>th</sup> 1869.

By whom built W. Torford & Sons Owners R. Jolly and

Port belonging to London Destined Voyage London

If Surveyed while Building, Afloat, or in Dry Dock Whilst Building

Feet. Inches.

Length aloft

177

Feet. Inches.

Extreme Breadth

31

Feet. Inches.

Depth from top of Upper Deck Beam to top of Floor

18

Feet. Inches.

6

Horse.

Power of Engines

N<sup>o</sup>. of Decks

one

(Dimensions of Ship per Register, length 170.3 breadth 31.15 depth 18.55)

	Inches in Ship.			Inches required per Rule.		
	Inches.	Inches.	16ths.	In. req'd.	In. req'd.	16ths req'd.
	In Ship.	In Ship.	In Ship.	per Rule	per Rule	per Rule
Keel, siding and moulding .....	14 1/2	16	12	14 1/2	16	12
„ plate, breadth and thickness .....	29 1/2	13	16	29	13	16
Stem, siding and moulding .....	14 1/2	16	13	14	14	13
Fore deadwood plate, breadth and thickness ..	14 1/2	16	13	14	15 1/2	13
Stern-post, siding and moulding .....	14 1/2	16	13	14	15 1/2	13
After deadwood plate, breadth and thickness ..	18	16	13	18	16	13
Distance of Frames from moulding edge to moulding edge, all fore and aft .....	18 in			18 in		

at bottom of floor plates

Frames, Size of Angle Iron, single & double

4 3 1/2 8

4 3 1/2 8

„ „ Reversed Iron, & to every frame

To hold beam stringer A.I

„ „ „ every alternate frame.....

To gunwale

Floors, depth and thickness of Floor Plate at Mid line .....

- 20 1/2 8

- 20 1/2 8

„ Ditto ditto at Bilge Keelson

11 8

- 8

„ Size of Reversed Angle Iron, and N<sup>o</sup>. 1 & 2 at top of Floor Plate

3 2 3/4 6

3 2 3/4 6

„ If of Wood, siding & mould'g, at Mid. line

- - -

- - -

Beams, Deck (N<sup>o</sup>. 39 ) double Angle Iron,

- 7 8

- 7 8

„ „ „ double or single Angle Iron,

2 3/4 2 1/2 5

2 3/4 2 1/2 5

„ „ on Upper edge....

2 3/4 2 1/2 5

„ „ average space between

every third frame

„ Hold, or Lower Deck (N<sup>o</sup>. 30 )

- 8 9

- 8 9

„ „ double or single Angle Iron

3 3 6

3 3 6

„ „ on Upper edge....

3 3 6

„ „ average space between

every third frame

„ Keelson, single or double plate, box or intercostal

14 13

13 12

„ Size of Plates

9 1/4 9

8 3/4 9

„ Size of Angle Irons

14 9

14 9

„ If of Wood, siding and moulding ..

4 4 8 1/2 4

4 1/2 8

„ Side, single or double, plate, box or intercostal

3 2 1/2 6

as per sketch

„ Bilge (N<sup>o</sup>. 1 ) at each Bilge,

4 4 8

as per sketch

„ „ single or double, plate or box

4 8

10

as per sketch

Outside Plank.

Inches in Ship.

Inches required by Rule.

	Inches.	16th.	In. req'd.	16th req'd.
	In Ship.	In Ship.	per Rule	per Rule
Garboard Strakes, thickness .....	10 1/2		10 1/2	
Garboard to Topsides ditto .....	5 1/2		5 1/2	
Topsides ditto .....	4 1/2		4 1/2	
Sheerstrakes ditto .....	4 1/2		4 1/2	
Planksheers ditto .....	3 3/4		3 3/4	
Water-Upper Deck .....	12 1/2	10 1/2	11 1/4	-
Ways-Lower Deck .....				
Iron Sheerstrake, breadth and thickness .....	30	9	29 1/2	9
„ Bilge Plate ditto ditto .....	20	9	19 1/2	9
Diagonal Plates on Frames .....	7 1/2	9	7 1/2	9
Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness .....	25 1/4	10	25 1/2	10
Angle Iron on ditto .....	3 1/2	4 1/2	3 1/2	4 1/2
Fore and aft Tie Plates on Upper Deck Beams, outside Hatchways .....	11	9	10 1/2	9
Diagonal Tie Plates on ditto .....	11	9	10 1/2	9
Flat of Upper Deck, thickness ..	4		3 3/4	
Ceiling betwixt Decks, thickness .....	1 1/2	hatchway		
„ in Hold, thickness .....	2 1/2	R.P.		
Clamps or Spirketting ditto .....	-	-		
Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness .....	19	10	19	10
Fore and aft Tie Plates outside Hatchways, on Hold or Lower Deck Beams .....	12 1/4	9	12	9
Stringers in Hold .....	3 1/2	4 1/2	3 1/2	4 1/2
State if all Butts of the foregoing are shifted properly from each other .....	yes			
Flat of Lower Deck, thickness .....	3 1/2	part laid		
Diameter of Hold Pillars .....	3 1/4	3 1/4		
Main piece of Rudder, diameter at head .....	16 1/4	16		

(Can the Rudder be unshipped afloat

yes

if the key of trunk be

The Keel consists of American Rock Elm The Stem E. P. Oak Stern Post E. P. Oak Apron E. P. Oak  
and English Elm at the Ends  
Inner Stern Post E. P. Oak Deadwood E. P. Oak Knight-heads, and Hawse Timbers E. P. Oak & Elm

The Floors Iron plate Wood Frames \_\_\_\_\_ and Ceiling upon them \_\_\_\_\_  
Beams Rail Iron & angled and Keelsons Iron plate & Angled and are Altho free from all defects.

**Planking Outside.**—From the Keel to the Height of one-fifth the depth of Hold as per Table I *American Dock Elm*

Ditto ditto from Keel to the Height of two-fifths the depth of Hold 8 ditto *American Rock Elm*

Ditto ditto from two-fifths the depth of Hold to Gunwale East India Teak

The Upper Deck Waterway E. J. Teak Spirketting \_\_\_\_\_ Planksheer E. J. Teak and Roughtree Timbers E. J. Teak

The Main Piece of Rudder E. J. Yeak Windlass Iron, Emerson & Walker and Pall Bitt Iron

The Decks Yellow Pine State of good How fastened to Beams Galv<sup>2d</sup> Iron nut & 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 *2½ Red Pine in Hatch*

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 ~~where~~ <sup>where</sup> ~~triple~~ <sup>triple</sup> ~~which~~ <sup>which</sup> ~~Table~~ <sup>Table</sup> *Timber* double ~~ties~~ <sup>ties</sup>, or single rivetting exists. *1*

Planksheer, how secured to the plating of the sides? Explain by sketch

Waterway	planksheer and to the Beams?	if necessary.	Ordway Memo
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Deck Beams, how secured to the side? Turned down ends rivetted to main frames & stringer plates

Hold or Lower Deck Beams ditto? *Spliced down ends & rivetted to main frames & stringer plates*

General Quality of Workmanship Good No. of breasthooks 5 crutches 3

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

Manufacturers' name or trade mark *James, Wyck and Co. Bulbs Losh, Millson and Bell*  
*Dr. Throthwell, Rolling Mill Co. B. B. B. B.*

*[Faint handwritten text across the bottom of the page, likely bleed-through from the reverse side.]*

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

Builder's Signature William W. Bond & Co. Surveyor's Signature Wm. C. Bond

*[Faint handwritten notes and a large blue watermark reading "Digitized by Google" are visible across the bottom of the page.]*



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 1/2	Transoms and throats of Hooks	Rivets to frames			Pintles of the Rudder .....	3 1/2		3 1/2
Scarp of Keel, N <sup>o</sup> . 8	1 1/4		1 1/4	Arms of Hooks .....				Hold Beam			
Keelson Bolts through Keel at each Floor .....				Thro' Frames and Planking....	14/16		14	Bolts in			
Bolts through Iron Keel Plate and Wood Keel .....	1 1/8		1 1/2	Butt End Bolts ..	12 1/4 14/16		12 1/4 14	Deck Beam			
Garboard Bolts Athwartship..	1 1/4		1 1/4	Rivets .....	3/4		3/4	Bolts in			
								Nails or Bolts in Flat of Deck			

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.

State also Length and Diameter of Lower Masts and Bowsprit

*Please see Sketch appended*

N <sup>o</sup> .	She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain .....	300	1 9/16	44	1 9/16	44	Bowers .....	1	24.2.0	24.8.1.2	23.2.0	23 5/10
	Fore Top Sails,	Chain Hawser ..	60	1 1/4									
	Fore Topmast Stay Sails,	Hempen Stream Cable..											
	Main Sails,	Hawser .....	120	8 1/4				Stream .....	1	10.1.2		10.0.0	
	Main Top Sails,	Towlines .....	120	5 1/4									
		Warp .....	120	4 1/2				Kedges .....	1	5.0.3		5.0.0	
		All of <u>new</u> quality.								2.2.0		2.2.0	

Her Standing and Running Rigging Complete sufficient in size and new in quality.

She has Two life Long Boat and a Pinnace and Rig  
The present state of the Windlass is good Capstan Two and Rudder good Pumps Two

Order for Special Survey

No. 2195 DATES of

Date 24 5 1869 Surveys held

Order for Ordinary Survey while building

No.       

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 Anchor or raised Quarter Deck No

General Remarks,

*This vessel is fastened from keel to gunwale with yellow metal nut and washers bolts, her Chain and preventer bolts are of properly galvanized Iron William Worford & Son*

*The angles to middle line keelson are generally slightly below the thickness shown on the section herewith submitted, and approved by the Committee; this was duly pointed out as the work progressed; but it will be seen that the total sectional area of the keelson is now considerably in excess of the Rules.*

*Certificates of Chains and anchors were produced issued from the Sunderland testing house, and signed by John Hartness & Co.*

In what manner are the surfaces of Iron Work preserved from oxidation inside and outside Cement to the bilges & paint also

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

If Sheathed, Doubled, Felted, or Coppered Yellow metal When last done 1869

I am of opinion this Vessel should be Classed 16. A. 1.

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

Special .....£ 35 : 17 : "

Certificate ....£ " : " : "

Committee's Minute 8<sup>th</sup> October 1869

Character assigned A 1 for 14 years