

No. 9793 Survey held at Sunderland Date February 26th 1890
on the "Sesame" Master Jates
Tonnage under tonnage deck 182.12 Built at Sunderland When built 1869 Launched Feb 12th 1870
Ditto of poop Break or spar deck 5.24 By whom built John Brown Owners Hill and Co
Total tonnage 187.36 Port belonging to London Destined Voyage West Indies
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length as per section 39 ..	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	Number of Decks
Length of Keel	100	94	24	9	12	8			One
Scantlings of Timber.									
TIMBER AND SPACE									
Floors	9 1/2	10	8	7 1/2	8	8	7		
1 st Foothooks	7 1/2	8 1/2	7 1/2	6 1/2	7	7			
2 nd Ditto	7	7 1/2	6 1/2	6	6 1/2	6 1/2			
3 rd Ditto	6 1/2	7	5 3/4	5	6		4 1/2		
Top Timbers									
Deck { N ^o 20 Average } ..	8	8	6 1/2	8	8	6 1/2			
Beams { 3 1/2 Average } ..									
Deck Beams, length amidships ..									
Hold { N ^o Average } ..									
Beams { 3 1/2 Average } ..									
Hold Beams, length amidships ..									
Keel	10	13 1/2	14	10	10				
Scarphs of Ditto									
Keelsons	11 1/2	11 1/2	11	11	11				
Scarphs 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.	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft	1 1/8	1	Transoms and throats of Hooks	1	14	Hold Beam		
Scarphs of Keel, N ^o ..	12	12	Arms of Hooks	12	12	Bolts in		
Keelson Bolts through Keel	1 1/4		Thro' Bilge & Limber Strakes	10	10	Deck Beam		
at each Floor	1 1/8	14	Thickstuff over Double Floors			Bolts in		
Bolts thro' Heels of Timbers			Butt End Bolts	10	10	Waterway ..	12	11
against Deadwood	11	11	Short Bolts in Ceiling			Knees	12	12 1/4
			Pintles of the Rudder	2	9/16	Shelf or Clamp	12	11
						Nails or Bolts in Flat of Deck	1/2	
						Treenails 1 1/2 Inches		1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of German and French Oak The First Foothooks of German and French Oak

The Second Foothooks of English and French Oak The Third Foothooks and Top Timbers of Eng^l & French Oak

The Shifts of the First and Second Foothooks are not less than 1/6 M. Breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

The Frame is fairly squared from First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly

The frames are from 1st Foothook heads bolted together to the Gunwale. N. B. If not, state how bolted.

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

The Frame is cross chocked with a Butt at each end of the chock. The Main piece of Rudder is Eng Oak of Windlass is French Oak

The Keel is American Elm The Main Keelson is Greenheart and is free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of American Elm and German Oak and are is free from all defects.

The Deck and Hold Beams of French & German Oak 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 American Elm
or to the First Foothook Heads }

From the above named Height to the Light Water Mark American Elm and Dantric Oak

From the Light Water Mark to the Wales Dantric Oak and Pitch Pine

The Wales and Black-strakes are Pitch Pine The Topsides & Sheer-strakes Dantric Oak and P. Pine

The Spirketting and Plank-sheers Dantric Oak The Water-ways { Upper Deck Pitch Pine and German Oak
Lower Deck German Oak

The Decks Yellow Pine State of Good

The Shifts of the Planking are not less than 5 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 Dantric Oak and Pitch Pine

The Ceiling, Lower Hold, and between Decks Dantric Oak & P. Pine Shelf Pieces and Clamps Dantric Oak & P. Pine

Fastenings.—To Hold Beams Dantric Beams, two at each end of the Hold,
Dantric Oak 8 x 9, secured with hanging knees of Iron

Deck Beams are secured with shelf and waterways to which they are
dowelled, also a hanging knee to each beam & of which are
three knees; in addition the main beams have lodging knees of Iron

Number of Breasthooks four Pointers two of wood Crutches two

Butt End Bolts are of Yellow Metal in the Bottom. two Bolts in each Butt End, one being through and clenched.

Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Eng^l Oak a few How Made hand turned

Thickstuff over Double Floors nil 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 John Brown Surveyor's Signature Joseph Hill

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

One Complete
Sail and
Spare
and

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	180	1 1/6	20 3/8	1	18	Bowers	1	7.2.0	9.3.30	7.1.0	9 5/10
Fore Top Sails,	Chain											
Fore Topmast Stay Sails,	Hamper Stream Cable	60	10/16									
Main Sails,	Hawser		7 1/2				Stream	1	2.3.1		2.3.0	
Main Top Sails,	Towlines	75	5 1/2				Kedges	1	1.1.2		1.1.0	
	Warp		3 1/2									
	All of <u>Good</u> quality.											

Her Standing and Running Rigging G.I. wire & hemp sufficient in size and good in quality.

She has one Long Boat and one other

The present state of the Windlass is Good Capstan Iron Rudder Good Pumps Two 2 H^{rs}

Order for Special Survey,

No. 2246 Date 17th Decemr '69

Order for Ordinary Survey,

No. --- Date ---

DATES of Surveys

held while building,

as per Section 35.

1st. When the Frame is completed Under 1st & 2nd Surveyed

2nd. When the Beams are put in, &c. 1869 Oct 14 21 11 14 15 21 25 27 30 31

3rd. { When completed, and before the plank be painted or payed 5. 2. 12. 15. 17. 19. 22. 24. 26. 29. Dec 2. 6. 8. 10. 14. 16. 18. 21. 23. 25. 27. 30. 31. Jan 6. 7. 10. 12. 18. 20. 24. 26. 28. 31. Feb 2. 4. 5. 10. 11. 17. 20

General Remarks

This Vessel is fastened externally with Greenails and Yellow Metal bolts from the keel up to one fifth of the midship depth of hold below the upper side of deck, above which, all bolt fastenings, and the Ceiling bolts are of properly galvanized iron, conforming to Sec. 46.

John Brown

The spacing of the Beams average four feet, except one space before the raised Deck, which is five feet, four inches, and was intended as a hatchway but on account of an alteration from this plan a small Beam 10 1/2 x 7 is now introduced making two spaces about two feet & five inches, this small Beam is secured by a hanging knee at each end.

Testing Certificates of Chain cables and anchors have been produced issued from the "Lundlands" Public Testing House and signed by Mr John Hartness.

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

Yellow Metal on Y.M. on When last done now

I am of opinion this Vessel should be Classed 9.A.1

The Amount of the Fee.....£ 2 : : : is received by me,

Special£ 9 : 2 : :

Certificate£ " : : : :

Committee's Minute 25th February 18th 1870

Character assigned A 1 for 9 years

Comdr Men 4th March

Raise to 10 A 10 MRS



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