

No. 892 Survey held at Bowes Date 17th Nov, 8 Dec 1855, 27th June 19 July 10 Oct 5 Nov 12 Dec 1856
on the Ship "Solent" Master Martin Brooks
Tonnage Old 842 64 Built at Bowes When built 1856 Launched 10 January 1857
By whom built Messrs J & R White Owners James Shepherd
Port belonging to London Destined Voyage
Surveyed while Building, Afloat, or in Dry Dock

Length aloft	163	Feet.	Inches.	70	Extreme Breadth Outside	33	Feet.	Inches.	20	Depth of Hold	20	Feet.	Inches.	4	Thickness of Plank.	10
Scantlings of Timber.																
TIMBER AND SPACE	40	SIDED.	Inches.	Required	MOULDED.	Inches.	Required	Outside.	In Ship.	Required	Inside.	In Ship.	Required			
Floors	13	In Ship.	13	13 3/4	In Ship.	13	13 3/4	Garboard Strakes	6 1/2	4	Limber Strakes	4	4 1/2			
1st Foothooks								Garboard to Bilge	4	4	Bilge Planks	4	4 1/2			
2nd Ditto								Bilge Planks	4	4	Ceiling in Flat	4	3 1/4			
3rd Ditto								Bilge to Wales	4	4	Ditto Bilge to Clamp	3	3 1/4			
Top Timbers								Wales	5 1/2	5 1/4	Hold Beam Clamps	4	4 1/4			
Deck { N ^o 29 Average Space } 4 feet 6 inches	9 1/2	9 1/2	9 1/2	8	9 1/2	8		Topsides	4	4 1/4	Deck Beam Ditto	4	3 1/4			
Beams								Sheer Strakes	4	4 1/4	Ceiling 'twixt Decks	3 1/4	2 3/4			
Deck Beams, length amidships								Plank Sheers	5	4	Hold Beam Shelves	12 by 12	13 by 11			
Hold { N ^o 26 Average Space } 4 feet 6 inches	13	13	13	11	13	11		Water - Upper Deck	7 1/2 by 11	9 1/2 by 8	Deck Beam Ditto	8 by 11 1/2	9 1/2 by 8			
Beams								Ways { Lower Deck	8 by 11	13 1/2 by 11	Prop deck shelf	5 by 8 1/2				
Hold Beams, length amidships								Upper Deck	4							
Keel { Length English Elm } 8 ft 3 ins	15	14 3/4	15		14 3/4											
Scarphs of Ditto																
Keelsons { Length English Oak & Teak } 7 feet	14 3/4	15 1/4	15 1/2		15 1/4											
Scarphs of Ditto																
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.																
Heel-Knee, and Deadwood abaft	1 3/8	1 5/8		Transoms and throats of Hooks	1 1/4	1 3/8		Hold Beam Bolts in		Waterway	1 1/8	1 1/8				
Scarphs of Keel	1 1/4	1 1/8		Arms of Hooks	1 1/8	1 1/8		Knees	1 1/8	1 1/8	1 1/8	1 1/8				
Keelson Bolts through Keel at each Floor	1 1/4	1 1/8		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8	7/8		Shelf or Clamp	1 1/8	1 1/8	1 1/8	1 1/8				
Bolts through Heels of Timbers against Deadwood	7/8			Butt End Bolts	7/8	3/4		Deck Beam Bolts in		Waterway	7/8	1 1/8				
				Pintles of the Rudder	3 1/2	3 1/4		Knees	1 1/8	1 1/8	1 1/8	1 1/8				
								Shelf or Clamp	1	1 1/8	1 1/8	1 1/8				
								Nails or Bolts in Flat of Deck	8 by 11	5 1/8 by 8	5 1/8 by 8	5 1/8 by 8				
								Treenails	1 3/4	1 3/4	1 3/4	1 3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 10 Inches. The Space between the Top-Timbers is _____ Inches.
The Floors consist of English Oak The First Foothooks of English Oak Timber.
The Second Foothooks of English Oak The Third Foothooks and Top Timbers of _____
The Shifts of the First and Second Foothooks are not less than 3 ft 6 in to 4 feet N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are _____

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

The ~~alternate~~ Frames are all bolted together to the ~~Gunwale~~ the Second Foothook head N. B. If not, state how bolted.

The Butts of the Timbers are _____ close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is scarphed ~~chocked~~ with _____ Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is English Oak & Teak and _____ free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of Teak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak above 18 inches and are _____ free from all defects.

The Deck and Hold Beams consist of English Oak, Teak & Mahogany 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 English and American Elm

From the above named Height to the Light Water Mark English and Scottish Oak

From the Light Water Mark to the Wales English Oak and Teak

The Wales and Black-strakes are Teak and English Oak at ends The Topsides Teak and English Oak at ends

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Teak & English Oak

The Decks American Yellow pine Lower Deck Teak & English Oak

The Shifts of the Planking are not less than Five Feet _____ Inches. State of Good

or partial, and if partial, in what part of the Ship. The Planking is wrought Three between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak with a few planks of Teak

The Ceiling, Lower Hold, and between Decks Teak & English Oak Shelf Pieces and Clamps Teak & English Oak

Fastenings.—To Hold Beams dovetailed into the Shelf, Thirteen pairs of Iron hanging knees, Fifteen Pairs of Iron Standard knees on the Top of Beams and on Top of deck, Iron fore and aft knee in each mast Room, Nineteen Pairs of Iron straps 4 1/4 by 2 1/4 inches, praping down over the End of the Transom as shown by the sketch.

Deck Beams laid on the Shelf and water way, Iron hanging knee to each Beam 3 3/4 by 2 1/4 inches, arm down the side 4 feet 6 inches, Beam arm 3 feet, Iron lodging knee in each mast Room

Number of Breasthooks Six Iron & one English Oak Pointers Two pair Iron Crutches Seven Iron & English Oak

Butts End Bolts are of Yellow Metal in the Bottom, and have a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak & Teak How Made Turned

Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship very good

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

Builder's Signature John & Robt White Surveyor's Signature _____

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

She has SAILS,

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.		N ^o .	Weight.
	Fore Sails,	150	1 3/4	Bower,	1	35.0.0
	Fore Top Sails,	80	1 1/8	Stream,	1	34.3.0
	Fore Topmast Stay Sails,	90	7 1/2		1	34.2.4
	Main Sails,	90	6 1/2		1	10.2.20
	Main Top Sails,	90	5 1/2		1	6.2.26
	Warp	90	4 1/2	Kedge,	1	3.0.18
	All of <u>good</u> quality.					

Her Standing and Running Rigging Is wire equal 8 1/2 sufficient in size and good in quality.

She has one Long Boat and Life Boat & two pinnaces

The present state of the Windlass is Patent Capstan & double which Rudder efficient Pumps Two metal

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	8 th Dec ^r 1855
2nd. When the Beams are put in, &c.	19 th July 1856
3rd. { When completed, and before the plank be painted or payed }	10 th Oct ^r 1856

and at various other dates see other side.

8 Forecastle deck beams all English Oak 6 1/2 in square, Iron hanging knee in each beam

The outside & Inside Planking of Forecastle is Teak and English Oak fastened through with English Oak Treenails and dunnops of yellow metal Three pairs of Standard knees

The fore beams are all English Oak 14 in member sided & modified Treches dovetailed to the shelf Iron hanging knee to each beam

Inside Planking of the Poop all Teak, as also the outside fastened with English Oak & Teak Treenails & metal dunnops Four pair of Iron Standard knees fastened with yellow metal

English Oak Teak & Mahogany

Teak & English Oak

"This Ship is built of two thicknesses of East India Ship Planking each 2 1/4 thick, placed transversely diagonal at an angle of 45 degrees, with horizontal planking outside and inside with Vertical Timbers below as shown in the sketch upon Mess^r White's Patented principle, similar to the "Patricia" and "Heroes of Alona" each classed 13A by the same Builders and for the same Owners.

Great care has been taken in building this Ship, and she is more abundantly fastened with knees and Rides, and is fully entitled to the same Classification.

She was specially surveyed by me three times during her build by the mutual agreement of Builders and Owners, in conjunction with Mr. Jobling. E.H.

The diagonal Skins are brought together with 5/8 inch compasses 4 3/4 in screws and are about 4 feet apart except where more are required to draw the skins together. The diagonal Skins are fastened off for caulking with 1 inch English Oak & Teak Treenails. The two skins are all Teak 2 1/4 inches thick each skin has been caulked.

The recommendations made by Mr. James Martin and myself during the construction of this vessel from time to time have been attended to. The thick planks over the long & short floor heads are all bolted. The thick planks along the range of the head of the frame are through bolted. All the bolts in this vessel are of copper or yellow metal except those allowed to be Iron by the Rules. This vessel is coming round to London when she will be caulked from the lower part of the Wales to the keel, when she will be coppered.

Present condition of Caulking of Bottom, Deck, and Waterways

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed A1 Thirteen years

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 36 : 13 : 0

Certificate£

Travelling expenses for self - 6 5 0 gratia

Committee's Minute 23rd Jan^y 1857

Character assigned

for 13 years



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