

No. 2189 Survey held at Worthington Date 6th July Recd 7th Aug
on the Barge "Elias Guinea" Master Wm Lowden & Son
Old Tonnage Built at Worthington When built 1863 & 64 Launched 23rd June 1864
New 428 By whom built Jonathan Fall Owners Wm Lowden & others
Port belonging to Whithaven Destined Voyage Glasgow & Callparaiso
Surveyed while Building, Afloat, or in Dry Dock while building SS No 129 2189

Length aloft	Feet. 139.0	Inches.	Extreme Breadth Outside	Feet. 28.2	Inches.	Depth of Hold	Feet. 17.35	Inches.			
Scantlings of Timber.			Required per Rule.			Thickness of Plank.					
TIMBER AND SPACE	28 ¹ / ₂	IN SHIP. Sided, Moulded.	Middle. 27 ¹ / ₄	ENDS. 11 ³ / ₄	Required per Rule.	OUTSIDE.	INCHES. In Ship.	Required per Rule.	INSIDE.	INCHES. In Ship.	Required per Rule.
Floors	12 ¹ / ₂	13 ¹ / ₄	11 ³ / ₄	11 ³ / ₄		Garboard Strakes ..	3 ¹ / ₄		Limber Strakes	7 ¹ / ₂	3 ¹ / ₄
1 st Foothooks	10 ¹ / ₂	10 ¹ / ₂	10	10		Garboard to Bilge ..	"	3 ¹ / ₄	Bilge Planks	4 ¹ / ₂	"
2 nd Ditto	9 ¹ / ₂		9			Bilge Planks	5		Ceiling in Flat	3	2 ³ / ₄
3 rd Ditto	8 ¹ / ₂ 6 ¹ / ₄		8 ¹ / ₄	5 ¹ / ₄		Bilge to Wales	3 ¹ / ₄		Ditto Bilge to Clamp	"	"
Top Timbers	"	6	"	5 ¹ / ₄		Wales	5	5	Hold Beam Clamps	5	3 ¹ / ₄
Deck Beams, length amidships 26 feet	9	9	7 ¹ / ₂	8 ¹ / ₄	8 ¹ / ₄	Topsides	4 ¹ / ₄	3 ¹ / ₄	Deck Beam Ditto	4	3
Hold Beams, length amidships 26 feet	12 ¹ / ₄	12 ¹ / ₄	10 ¹ / ₄	12	12	Sheer Strakes	"	"	Ceiling 'twixt Decks	2 ¹ / ₂	
Keel	13 ¹ / ₄	13 ¹ / ₄	13	13		Plank Sheers	4	"	Hold Beam Shelves	15 ¹ / ₂ × 10 ¹ / ₄ × Y	
Scarps of Ditto	5 feet 9 ins.					Water-ways { Upper Deck	11 × 10 ¹ / ₂		Deck Beam Ditto	4 × 10 × 3	
Keelsons	14 ¹ / ₄	15	14	14		Ways { Lower Deck	15 × 10 × Y				
Scarps of Ditto	10 feet 6 ins.	14 ¹ / ₂	"			Ditto, faying surface against Timbers	6 ¹ / ₂	6			
						Upper Deck	4	3			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper in Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Copper in Y.M. in Ship.	Iron in Ship.	Inches required per Rule.	Groover in Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
'Heel-Knee, & Deadw'd abaft	1 ¹ / ₄	1 ¹ / ₄	Transoms and throats of Hooks	1 ¹ / ₈	1 ¹ / ₈	Hold Beam	Waterway ..	15 ¹ / ₁₆
Scarps of Keel, N° 8 of	1 ¹ / ₄	15 ¹ / ₁₆	Arms of Hooks	1		Bolts in	Knees	1 ¹ / ₈ 1 ¹ / ₁₆
Keelson Bolts through Keel at each Floor	1 ¹ / ₈	1 ¹ / ₈	Thro' Bilge & Limber Strakes	7 ¹ / ₁₆	13 ¹ / ₁₆	Deck Beam	Waterway ..	7 ¹ / ₁₆
Bolts thro' Heels of Timbers against Deadwood	7 ¹ / ₈	7 ¹ / ₈	Thickstuff over Double Floors	7 ¹ / ₈	13 ¹ / ₁₆	Bolts in	Knees	1 ¹ / ₈ 1 ¹ / ₁₆
			Butt End Bolts	1 ¹ / ₈	3 ¹ / ₄		Shelf or Clamp	15 ¹ / ₁₆ 7 ¹ / ₁₆
			Pintles of the Rudder	3			Nails or Bolts in Flat of Deck	1/2 Galvanized Iron
							Treenails	1/4 Inches

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 0 to 3¹/₂ Inches. The Space between the Top-Timbers is 5 Inches.

The Floors consist of English Oak

The First Foothooks of English Oak

The Second Foothooks of English Oak

The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 4¹/₂ to 4 ft 6 ins. 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 well squared from the First Foothook Heads upwards, and free from gap, and from thence downwards, the frame is well squared and good,

The Frames are all bolted together to the Gunwale.

N.B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1¹/₃ 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 Yew

The Keel is Am. Elm The Main Keelsons are Greenheart and free from all defects.

The Stem, and Stern Post of English Oak & Yew and Aprons of English Oak & Yew Deadwood, of Eng. Oak & Am. Elm and are free from all defects.

The Deck and Hold Beams of Eng. Oak & Yew The Breasthooks of Iron The Knees of Iron forward draft,

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads the Plank is Am. Elm

From the above named Height to the Light Water Mark Greenheart English & Baltic Oak

From the Light Water Mark to the Wales English Oak, Greenheart & Iron Bark

The Wales and Black-strokes are Yew, Gilt & Iron Bark The Topsides & Sheer-strokes Yew, Gilt & Iron Bark

The Spirketting and Plank-sheers Yew & Iron Bark The Water-ways { Upper Deck Eng. Oak & Greenheart

The Decks Yellow Pine The Water-ways { Lower Deck Greenheart

State of Good

The Shifts of the Planking are not less than 5 to 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-strokes and Bilge-strokes are Greenheart & Iron Bark

The Ceiling, Lower Hold, and between Decks Yew, Gilt & Iron Bark Shelf Pieces and Clamps Yew & Greenheart

Fastenings.—To Hold Beams dowelled to shelf, Waterway dowelled to Beams, Iron staves closing knees in Mast rooms, the after and fore Beams spaces and a pair of Iron hanging knees to each Beam, 10 pairs of same down to lower part of Bilge deck Beams Dowelled to shelf, Waterway Dowelled to Beams, Iron staves lodging need in Mast rooms. And a pair of Iron hanging knees to each Beam

of Breasthooks 5 of Iron

Pointers Inner Guards of Iron Crutches of Iron

Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End of which is through and clenched.

Limber Strakes are Yellow Metal bolted through and clenched. Treenails of Eng. Oak Locust How Made Turned

Double Floors bolted through and clenched. General Quality of Workmanship Good

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

Jonathan Fall

Surveyor's Signature

Lloyd's Register
Foundation

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

Fore Mast of Iron, Plates $\frac{5}{16}$,

three angle irons $3 \times 3 \times \frac{3}{8}$

She has SAILS.

Nº.	
2	Fore Sails,
2	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,

and well found in other sails

CABLES, &c.

	Fathoms.	Inches.
Chain	270	1 $\frac{3}{4}$
Hemp Stream Cable	60	7 $\frac{1}{2}$
Hawser	90	8 $\frac{1}{2}$
Towlines	--	6 $\frac{1}{2}$
Warp	--	4 $\frac{1}{2}$

All of good quality.

ANCHORS, and their weights.

Nº.	Weight.
3	cwt gr 6
	23. 0. 24
	23. 0. 3
	23. 0. 3
1	7. 0. 12
2	3. 1. 14
	1. 3. 3

Her Standing and Running Rigging is sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 of Iron

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
2nd. When the Beams are put in, &c.
3rd. { When completed, and before the plank be painted or payed

Special Survey

Commenced 9th May 1863, Frame completed 31st August 1863, stood 3 months in frame, launched 23rd June 1864, Built under a Roof in conformity with Rule section 52,

She has 11 pairs of Iron diagonal Plates $4 \times \frac{5}{8}$ let into the outside of the frames extending from the upper side of upper deck Beams down to lower part of first head Chocks, fastened with a $\frac{1}{8}$ inch iron bolt in alternate timbers, Has a raised Quarter Deck, Elevation 16 inches, outside planking 3 Ins Thick, Shell $\frac{1}{2} \times \frac{1}{2}$, Waterway $\frac{1}{2} \times \frac{1}{2}$, Greenheart, Planks sheer $\frac{3}{4}$ Inch, 9 Beams of Teak, sided 8 Ins, moulded Middle 8 Ins, ends 7 Ins, Beams dowelled to shelf, Waterway dowelled to Beams, 2 pairs of Iron staple lodging knees and a pair of Iron hanging knees to each Beam, She has a bilge Keelson $12 \times \frac{1}{2}$ of Greenheart 63 feet long, fitted on the bilges inside over the floorheads, through bolted in alternate timbers with a $\frac{1}{8}$ inch Yellow Metal bolt, Her through Bolts are of Yellow Metal and bolts of deck of galvanized Iron in accordance with Rule section 46, Pieces have been cut out of the bottom the caulking examined and found good, the testing Certificates of Anchors and Chain cables herewith,

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

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done June 1864

I am of opinion this Vessel should be Clasped 14 A 17 feet forward & aft

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

Special£ 21: 0: - from my self

Certificate£ : : :

Committee's Minute 8th July 1864

Character assigned

1 for 14 years
WT



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