

No. 617 Survey held at Widford

Ref. 19/2/50 & from Hampshire
Date 16 July 11/2/57 1850

on the Ship Rajah of Sarawak

Master Robert Brown

Tonnage 525 Built at Widford

When built 1850

By whom built George Cox

Owners William Jenkins

Port belonging to Swansea

Destined Voyage Swansea

If Surveyed Afloat or in Dry Dock in the Stocks S & L

Length aloft	Feet. <u>118</u> Inches. <u>4</u>	Extreme Breadth	Feet. <u>15</u> Inches. <u>7</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>8</u>
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Scantlings of Timber.

Room and Space	Inches.	Inches. Middle	Inches. Ends
Floors.....sided	<u>13 1/2</u>	<u>Moulded</u>	<u>15 11 1/2</u>
1st Foothooks.....	<u>10 1/2</u>	<u>"</u>	<u>11 1/2</u>
2nd Ditto.....	<u>9 1/2</u>	<u>"</u>	<u>11 9 1/2</u>
3rd Ditto.....	<u>9</u>	<u>"</u>	<u>9 1/2</u>
Top Timbers.....	<u>9</u>	<u>"</u>	<u>6</u>
No. <u>23</u> Average Space } <u>4 feet</u>	<u>11</u>	<u>"</u>	<u>11 7</u>
No. <u>22</u> Average Space } <u>3 9 1/2</u>	<u>12 1/2</u>	<u>"</u>	<u>13 9 1/2</u>
	<u>13 1/2</u>	<u>"</u>	<u>16 24</u>
	<u>15</u>	<u>"</u>	<u>17</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>3 1/2</u>	Limber Strakes	<u>4 1/2</u>
Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
Bilge to Wales	<u>3 3/4</u>	Ceiling in Flat	<u>3</u>
Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3 1/4</u>
Topsides	<u>3</u>	Hold Beam Clamps	<u>4 1/2</u>
Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>4</u>
Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>3</u>
Water-Ways	<u>7</u>	Hold Beam Shelves	<u>6</u>
Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	<u>5</u>

Size of Bolts in Fastenings, distinguishing whether

Upper or Iron.

Dead Wood abaft	Inches. <u>1 1/4</u>
No. <u>8</u>	<u>1</u>
Bolts	<u>1 1/4</u>
in each floor	<u>1 1/4</u>
throats of Hooks	<u>1 1/4</u>

Copper or Iron.

Bolts thro' the Bilge and Limber Strakes	Inches. <u>7/8</u>
Butt End Bolts	<u>3/4</u>
Lower Pintle of the Rudder	<u>3/2</u>

Iron.

Hold Beam	Inches. <u>1 1/8</u>
Deck Beam	<u>1 5/16</u>

The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between p-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Heads, Hawse Timbers, of English Oak and are all free from all defects.

and first Foothooks are composed of English Oak Timber. Foothooks and Top Timbers of English Oak

of the first and second Foothooks are not less than five feet N. B. When less than prescribed by the Rule, state how many. the Shifts of the Frame are, 3 Foothooks with the Gunwale is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the

Frames are all bolted together. N. B. If not, state how bolted. of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

is well chocked with a Butt at each end of the chock. Kelson is composed of Indian Teak & English Oak and the False Kelson of English Oak of the Kelsons are not less than 9 feet inches.

and Hold Beams are composed of English Oak Outside.—From the Keel to the first Foothook Heads the Plank is composed of English & Indian Teak

at Foothook Heads to the Light Water Mark of English Oak Light Water Mark to the Wales of English Oak

and Black strakes are of English Oak The Topsides of Mahogany Strakes and Plank-sheers of Teak The Water-ways of Teak

of Quilch Yellow Pine State of Very Good the Planking are not less than 6 Feet Inches. N. B. If less than prescribed by the Rule, state whether general

and if partial, in what part of the Ship. The Planking is wrought three Strakes between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Between Decks of Mahogany Shelf Pieces of East Indian Oak Clamps of Mahogany

Fastenings.—To Hold Beams Iron Horizontal and Pumping Pins

Deck Beams Wood Bolting and Locking Pins with Iron Staple Hand Screws

Number of Breasthooks 8 Pointers 2 Crutches 1

Butts End Bolts are of 3/4 Copper in the Bottom, and one Bolt in each Butt End through and clenched. & two short bolts

Bilge and Limber Strakes 7/8 Copper bolted through and clenched. Treenails of English Oak

General Quality of Workmanship Very Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature George Cox Surveyor's Signature James Brown

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 .	
2	Fore Sails,	240	Chain	1 1/2	3	Bower, 21-00-0 21-2-0 20-00-0
2	Fore Top Sails,	60	Morning Chain	7/8		
2	Fore Topmast Stay Sails,	100	Hempen Stream Cable	9 1/2	1	Stream, 7-00-0
1	Main Sails,	100	Hawser	6	1	Kedge, 5-00-0
2	Main Top Sails,	100	Towlines	3	1	2-1-0
and all other necessary sails			Warp	4		
			All of <u>Good</u> quality.			

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

She has one Long Boat and one Pinnip and 2 Quarter boats

The present state of the Windlas is Good Capstan Good and Rudder Good Pumps Good

General Remarks—Statement and Date of Repairs.

this vessel has been seen by Mr. Cruise and what he recommended has been strictly attended to

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 13 A1

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

Special£ : :

Certificate (if required)£ : 10:

Committee's Minute 19th July 1857

Character assigned 13 A1

