

No. 57

Survey held at

Cardiff

Date

12th

1835

on the

Brig "Mermaid"

Master

John Bonfellow

Tonnage

195

Built at

Great Yarmouth

When built

1824

By whom built

James Laverell

Owners

John Denny Palmer

Port belonging to

Yarmouth

Destined Voyage

Cardiff to Constantinople

If Surveyed Afloat or in Dry Dock

at Cardiff.

Length aloft.....

Feet.	Inches.
81	0

 Extreme Breadth.....

Feet.	Inches.
23	6 1/2

 Depth of Hold.....

Feet.	Inches.
15	9

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	20		
Floors..... sided	12	Moulded 12	
1 st Foothooks.....	9 1/2	"	11 3/4
2 nd Ditto.....	"	"	"
3 rd Ditto.....	"	"	"
Top Timbers.....	"	"	"
Deck Beams.....	10	"	8
Hold Beams.....	11 1/2	"	9
Keel.....	11	"	"
Kelson.....	13	"	16

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3
Bilge Planks.....	5	Bilge Planks.....	4
Bilge to Wales.....	3	Ceiling in Flat.....	2 1/2
Wales.....	4	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	3 1/2
Sheer Strakes.....	3	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	4	Hold Beam Shelves.....	3
Upper Deck.....	2 1/2	Deck Beam ditto.....	2 1/2

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarp of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/4 Inches. The Space between the Top-timbers is six Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are quite free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.

Her other Foothooks and Top Timbers of British Oak

Her Shifts of the first and second Foothooks are not less than (not seen) N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not seen

The Frame is perfectly square squared from the first Foothook Heads upwards, and free free from sap, and from thence downwards, the frame is perfectly square (tried by Boring)

The alternate Frames are not bolted together.

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

The Frame is not chocked with not Butt at each end of the chock. not seen

The Main Kelson is composed of British Oak and the False Kelson of not

The Scarphs of the Kelsons are not less than four feet six inches.

The Deck and Hold Beams are composed of British Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm

From the first Foothook Heads to the Light Water Mark of British Oak

From the Light Water Mark to the Wales of British Oak

The Wales and Black-strakes are of British Oak

The Topsides of British Oak

The Sheer-strakes of British Oak

The Gunwales of British Oak Water-ways of the same

The Shifts of the Planking are not less than four feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of British Oak the Stringers of British Oak

The Bilge Planks of British Oak and the remainder of the Ceiling of the same

Fastenings.—To Hold Beams Double wood lagging knees & strakes on the beams 8 in wide & 4 1/2 thick

Deck Beams Double wood lagging knees British Oak and seven iron lagging knees on e/c side

Number of Breasthooks 1 Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and two Bolt in each Butt End through and clenched

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship The best description

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

Builder's Name

James Laverell

Surveyor's Name

Morgan Pritchard

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	1 1/16	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	9	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	8	Kedge,
2	Main Sails,		Towlines		All of proper weight.
2	Main Top Sails,	90	Warp	4	
and			All of <u>the best</u> quality.		

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

She has one Long Boat and one Skiff both good

The present state of the Windlass is Secure Capstan Good and Rudder well & properly hung.

General Remarks—Statement and Date of Repairs.

This vessel appears to be Built of the best Materials, well fastened firm & substantially put together, the whole of her outside planks and ceiling is sound and Good also proper Shifts, the decks are Good & tight, her Water ways, Pint Hooks, Topsides and wales, have been carefully examined and properly caulked at this Port, present voyage.

She is now in the best possible repair and fit to carry a dry Cargo on any Foreign voyage.

W. H. Churchill

If Sheathed, Doubled, or Felted, by John Sheethen
and Date when last done August 1834 at Portsmouth.

And I am of opinion this Vessel should be Classed 12 A 1.

The Amount of the Fee.....£ 1 : 1 : 0 is received by me,

W. H. Churchill

Committee Minute 9 October 1835

Character assigned A 1
W. H. Churchill

W. H. Churchill



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