

1048

No. 1048 Survey held at Greenock Date 7<sup>th</sup> August 1841  
 on the New Ship "Semiramis" Master Nail Cairnie  
 Tonnage 299. am. 365. h.m. Built at Greenock When built 4<sup>th</sup> August 1841  
 By whom built Wm Johnston Owners G. & C. Ogilvie & Co.  
 Port belonging to Greenock Destined Voyage Glyde to Sydney N.S.W.  
 If Surveyed Afloat or in Dry Dock On Stocks while Building.

Length aloft	102	Feet.	8	Inches.	10	Extreme Breadth	22	Feet.	8	Inches.	10	Depth of Hold	17	Feet.	1	Inches.
<b>Scantlings of Timber.</b>																
Timber and Space	each	24	Inches.			Inches.	Middle	Inches.	Ends	<b>Thickness of Plank.</b>						
Floors	sided	11	Moulded	11	1/2	Outside.				Inches.	Inside.				Inches.	
1 <sup>st</sup> Foothooks	"	10	"	9	1/2	Keel to Bilge				3	Foot Waling			3	1/2	
2 <sup>nd</sup> Ditto	"	9	"	8		Bilge Planks				5 1/4	4	Bilge Planks			5 1/4	4
3 <sup>rd</sup> Ditto	"	8	"	6	1/2	Bilge to Wales				3		Ceiling in Flat			3	
Top Timbers	"	7	"	5	1/2	Wales				5		Ditto Bilge to Clamp			3	
Deck Beams	N <sup>o</sup> . of	13	"	9	1/2	Topsides				3		Hold Beam Clamps			4	
Quarter do.	"	7	"	7	1/2	Sheer Strakes				3 1/2	3 3/4	Deck Beam Ditto			3	1/2
Hold Beams	N <sup>o</sup> . of	13	"	10	1/2	Plank Sheers				3		Ceiling 'twixt Decks			3	
Keel	"	11	1/2	"	13	Water-Ways				7		Hold Beam Shelves			4	3/4
Kelsons	"	12	1/2	"	14	Upper Deck				3		Deck Beam Ditto			4	1/2
Deck Beam spaces 3 feet 6 inches to 6 feet Hold Beam - do - from feet to 7 feet 2 inches																
<b>Size of Bolts in Fastenings.</b>																
<b>Copper.</b>																
Heel-Knee, and Dead Wood abaft		1	1/8	<b>Iron:</b>												
Scarp of Keel	N <sup>o</sup> .	7	8	Bolts thro' the Bilge and Foot Waling												
Floor Timber Bolts		1	8	Butt End Bolts												
Kelson ditto		1	8	Lower Pintle of the Rudder												
Transoms and throats of Hooks		1	8	same in Iron above the Copper												
Arms of Hooks		1	8													

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 1/2 Inches. The Space between the Top-timbers is 2 to 5 1/2 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak and are free from all defects.

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

The other Foothooks and Top Timbers of British Oak

The Shifts of the first and second Foothooks are not less than 3 ft 10 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 Good

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

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 3/4 to 1 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Cross Chock and some scarp above.

The Main Kelson is composed of Norra and the False Kelson of American Oak

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

The Deck and Hold Beams are composed of British Oak and Norra

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Quebec Rock 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 and Greenheart

The Wales and Black-strakes are of Greenheart, Norra & British Oak The Topsides of Greenheart & British Oak

The Sheer-strakes and Plank-sheers of Norra, Greenheart & British Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of new

The Shifts of the Planking are not less than 5 ft 6 in 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

**Planking Inside.**—The Limber-strakes are composed of American Oak the Bilge Planks of Amer. Oak

The Ceiling, Lower Hold, of American Oak Between Decks of American Oak

Shelf Pieces of American Oak Clamps of American Oak

**Fastenings.**—To Hold Beams Iron Lodging Knives on Chocks, with Stringer above and below Beams.

Deck Beams Iron Lodging Knives on Chocks, with Stringer, and sixteen Diagonal Iron hanging Knives.

Number of Breasthooks five below, and one above each Pointers Two aft Crutches one Iron aft

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

Bilge and Footwaling Copper bolted through and clenched. Footwaling Iron bolted.

General Quality of Workmanship Good Four Transom Knives

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

Builder's Name \_\_\_\_\_

Surveyor's Name John B. Cunningham





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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable .....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	6	2	Kedge,
1	Main Sails,	100	Towlines .....	4 1/2		
2	Main Top Sails,	80	Warp .....	1		
and well found in other sails,			All of <u>Good</u> quality.			

Her Standing and Running Rigging all new sufficient in size and Good in quality.

She has a Long Boat and Solly Boat & Gig

The present state of the Windlass is Good Capstan Good and Rudder Good  
*with Par & Lawrence's Patent Purchased* Good *Four lead jumps good*

**General Remarks—Statement and Date of Repairs.**

Laid on in December 1840, launched 4<sup>th</sup> August 1841.  
Surveyed at the prescribed periods, and at other times specially while Building.  
Frame all Welsh Oak, of good quality, and fairly squared; a good many Timbers  
having been rejected, and made good. Built wholly in frame. Shifts of Tim-  
bers good; Cross chocks, and some scarphs above; planking and Ceiling of  
good quality, some of the outside planks not being so well wrought, to the  
Timbers, a good many were taken out, and made good. - Shifted three be-  
-tween; Number of Beams and fastenings as described. Spaced for single and  
double Bunks, alternately, for casks, in lower deck; - Bilge & Butt Copper  
Bottom, through and clenched on rings; footwaling Iron bolted; Nelson bolts  
through each floor, and clenched on rings on Main Deck. She has two point-  
-ers, and an Iron Crutch aft, and the Wing and Rider Transoms, are dia-  
-gonally Iron Knee to the sides. Workmanship fair, and finishings  
good, & her stores and furnishings are of the best description.

*Sheathed with Kine from Wales, to about five feet down, amidships, to same ranges forward*

If Sheathed, Doubled, Felted, or Coppered Part, & Coppered to the Males over Felt, When last done in August 1841.

I am of opinion this Vessel should be Classed "10 A1."

The Amount of the Fee.....£ 3 : 0 : 0 is received by me,

Special .....£ 14 : 19 : 0

Committee's Minute 24<sup>th</sup> August 1841

Character assigned 10 A1



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