

No. 2733 Survey held at Greenock Rec 21/1/50
 on the "Lane Oving" Date 10th January 1850
 Master John Hall
 Tonnage 433 old Built at Greenock When built 14th January 1850
 By whom built Wm. Simons & Co. Owners J. Ewing & Co.
 Port belonging to Glasgow Destined Voyage Glasgow to Valparaiso
 If Surveyed Afloat or in Dry Dock on Stocks

Length aloft	120	Feet.	10	Extreme Breadth	25	Feet.	4	Depth of Hold	18	Feet.	6
Scantlings of Timber.											
Room and Space	26	Feet.	2	Moulded	13	Feet.	10	Thickness of Plank.			
Floors	11	Feet.	10	Keel to Bilge	3	Feet.	3	Outside.			
	10	Feet.	9	Bilge Planks	4	Feet.	4	Inside.			
	8	Feet.	7	Bilge to Wales	3	Feet.	3	Limber Strakes			
	8	Feet.	6	Wales	5	Feet.	5	Bilge Planks			
	8	Feet.	5	Topsides	3	Feet.	3	Ceiling in Flat			
	8	Feet.	4	Sheer Strakes	3	Feet.	3	Ditto Bilge to Clamp			
	8	Feet.	3	Plank Sheers	3	Feet.	3	Hold Beam Clamps			
	8	Feet.	2	Water-Ways	5	Feet.	5	Deck Beam Ditto			
	8	Feet.	1	Upper Deck	3	Feet.	3	Ceiling 'twixt Decks			
	8	Feet.	0					Hold Beam Shelves			
	8	Feet.	0					Deck Beam Ditto			

Size of Bolts in Fastenings, distinguishing whether											
Copper or Iron.											
Dead Wood abaft	14	Feet.	1	Bolts thro' the Bilge and Limber Strakes	3	Feet.	3	Hold Beam	14	Feet.	1
	14	Feet.	1	Butt End Bolts	3	Feet.	3	Deck Beam	14	Feet.	1
	14	Feet.	1	Lower Pintle of the Rudder	3	Feet.	3				
	14	Feet.	1								
	14	Feet.	1								
	14	Feet.	1								
	14	Feet.	1								
	14	Feet.	1								
	14	Feet.	1								
	14	Feet.	1								
	14	Feet.	1								

The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/4 Inches. The Space between
 op-timbers is 2 1/8 Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons,
 t Heads, Hawse Timbers, of British Oak and are — free from all defects.
 and first Foothooks are composed of British Oak Timber.
 Foothooks and Top Timbers of British Oak
 of the first and second Foothooks are not less than 4 1/2 in. N. B. When less than prescribed by the Rule, state how many.
 the Shifts of the Frame are Good
 is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the
 is all very well squared
 Frames are all bolted together. N. B. If not, state how bolted.
 of the Timbers are — close together; their thickness not less than a third of the entire moulding at that place.
 is well chocked with a Butt at each end of the chock. Prop chocks, and full butts down the
 Kelson is composed of Greenheart and the False Kelson of East India Teak
 of the Kelsons are not less than Six feet eight inches.
 and Hold Beams are composed of East India Teak, Greenheart, British & African Oak
 inside.—From the Keel to the first Foothook Heads the Plank is composed of Teak, Oak, Elm
 st Foothook Heads to the Light Water Mark of Teak, Oak, Greenheart, and British Oak
 ght Water Mark to the Wales of East India Teak, British and African Oak, and Greenheart
 and Black-strakes are of East India Teak & British Oak The Topsides of East India Teak
 trakes and Plank-sheers of East India Teak The Water-ways of East India Teak
 of Yellow Pine State of New
 of the Planking are not less than 5 1/2 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general
 al, and if partial, in what part of the Ship. The Planking is wrought Shore between

Planking Inside.—The Limber-strakes are composed of Greenheart the Bilge Planks of Greenheart, African Oak, & Elm
 The Ceiling, Lower Hold, of Greenheart, E.I. Teak, & African Oak Between Decks of East India Teak & Greenheart
 Shelf Pieces of Greenheart Clamps of Greenheart and East India Teak
Fastenings.—To Hold Beams Eleven pairs of Staple iron bolting knees, Stringer and Shelf pieces,
and a hanging iron knee to every beam.
 Deck Beams Twelve pairs of Staple iron bolting knees, with half pieces, and a hanging iron
knee to every beam.
 Number of Breasthooks five below & one above deck Pointers two forward Crutches one iron, one brass, one iron, one brass, and
 Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treennails of British Oak
 General Quality of Workmanship very good One pair of transom knees.

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

Builder's Signature

Surveyor's Signature

John Hall

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,	<i>cut 25 " 0 " 0</i>
2	Fore Top Sails,	80	Hempen Stream Cable	8 1/2	1	Stream,	<i>24 " 1 " 2</i>
2	Fore Topmast Stay Sails,	80	Hawser	6 1/2	2	Kedge,	<i>24 " 0 " 6</i>
1	Main Sails,	80	Towlines	5			<i>8 " 0 " 3</i>
2	Main Top Sails,	75	Warp Stream Chain	1 1/2			<i>4 " 2 " 14</i>
and <i>well found in other Sails</i>			All of <u>Good</u> quality.				<i>2 " 1 " 9</i>

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

She has a Long Boat and Solly boat and gig

The present state of the Windlass is good Capstan Double Winch and Rudder good Pumps four has good
with Patent Purchase. 3

General Remarks—Statement and Date of Repairs.

Laid on in March 1848, launched 14th January 1850. Surveyed specially while building. Frame all English and Welsh oak, well seasoned, and very well squared. Rough tree stanchions all British oak. Shifts of timbers good; frames all bolted together, to gunwale. Butts close, and none less than a third of the entire moulding. Cross chocks butt lipped, and full butts dovetailed. Planking and ceiling of good quality, well fayed and wrought, shifted three between. Two strakes of Quebec oak wrought outside, above lower foot-tack heads, in midship body only. Number of beams, spars, and mode of fastenings as described. The entire fastenings are of Yellow Metal, and the deck vertically nailed with mixed metal. An iron crutch aft. Two inside iron transoms, and the Rider transom diagonally iron kniced to the sides. The materials & workmanship good, and her stores and furnishings are complete, and of the best description.

Since Mr. Hitchen's survey on this ship, additional iron staple lodging knees have been put in as described. Shelf pieces to both decks all additionally through bolting on lower edges, with Yellow Metal. An additional iron Breast hook in tween decks put in. The decks all vertically nailed with mixed metal. The foreelson piece taken out, and renewed with greenheart, and the two Hold beams abutt mizen mast, additionally kniced as recommended.

Deck Beam Spaces, Rock to first beam. 5 feet. + 4 ft. 9 in. + 4 ft. 7 in. + 4 ft. 8 in. + 4 ft. 3 in. + 4 ft. 7 in. + 4 ft. 7 in. + 4 ft. 6 in. + 4 ft. 8 in. + 4 ft. 7 in. + 7 ft. 7 in. Main hatch + 4 ft. 8 in. + 4 ft. 9 in. + 4 ft. 8 in. + 4 ft. 7 in. + 4 ft. 8 in. + 4 ft. 6 in. + 4 ft. 10 in. + 4 ft. 7 in. + 4 ft. 9 in. + 4 ft. 8 in. + 3 feet. to deck transom. 21 deck beams, and deck transom.

Hold Beam Spaces, Rock to first beam 4 feet. + 4 ft. 6 in. + 4 ft. 6 in. + 4 ft. 7 in. + 4 feet. + 4 ft. 4 in. + 4 ft. 7 in. + 4 ft. 6 in. + 4 ft. 3 in. + 4 ft. 6 in. + 7 ft. 9 in. Main hatch. + 4 ft. 5 in. + 4 ft. 6 in. + 4 ft. 4 in. + 4 ft. 7 in. + 4 ft. 7 in. + 4 ft. 4 in. + 4 ft. 6 in. + 4 ft. 6 in. + 4 ft. 5 in. 3 ft. 7 in. to inner post.

Yellow Metal plates over paper to the wales, 3
If sheathed, doubled, Felted, or Coppered and over three lower wale strakes. When last done January 1850.

I am of opinion this Vessel should be Classed '13A1.'

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

Special£ 21 : 13 : "

Certificate (if required)£ " : 10 : "

Committee's Minute

Character assigned

22nd Jan 1850

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