

No. 732 Survey held at Passy West Date 26th May 1845
 on the Ship "Lauderich" Master David Peddie
 Tonnage 150 Built at Little Talmouth When built 1810
 By whom built not named Owners Wentworth & Co
 Port belonging to Scott Destined Voyage Boston
 If Surveyed Afloat or in Dry Dock Upon a Graving Bank

Length aloft	Feet. 76 Inches. 4	Extreme Breadth	Feet. 21 Inches. 9	Depth of Hold	Feet. 13 Inches. 9	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each 23	Inches. Middle 11 Ends 8	Outside.	Inches.	Inside.	Inches.
Floors	sided 9	Moulded 11 8	Keel to Bilge	3	Foot Waling	3
1 st Foothooks	" 8	" 8 7 1/2	Bilge Planks	3	Bilge Planks	4
2 nd Ditto	" 8	" 7 1/2 7	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 rd Ditto	" 7	" 7 6	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	" 8	" 7 6	Topsides	2 1/2	Hold Beam Clamps	4
Deck Beams N ^o 18	Average Space } 3 feet 6 in	" 9 9	Sheer Strakes	3	Deck Beam Ditto	4
Hold Beams N ^o 7	Average Space } 2 feet	" 9 9	Plank Sheers	3	Ceiling 'twixt Decks	3
Keel	" 9	" 12 12	Water-Ways	10	Hold Beam Shelves	10 1/2
Kelsons	" 9	" 18 18	Upper Deck	3	Deck Beam Ditto	12 1/2
Copper or Iron.			Size of Bolts in Fastenings, distinguishing whether			
Heel-Knee, and Dead Wood abaft	Inches.	Copper or Iron.	Inches.	Iron.	Inches.	
Scarphs of Keel	N ^o .	Bolts thro' the Bilge and Foot Waling	Iron 3/4	Hold Beam		
Floor Timber Bolts	1 1/4	Butt End Bolts	Iron 3/4	Deck Beam	7/8	
Kelson ditto	1 1/4	Lower Pintle of the Rudder	2 1/4			
Transoms and throats of Hooks						
Arms of Hooks						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is four Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of white oak & spruce and are — free from all defects, as far as can be seen Timber.
 The Floors and first Foothooks are composed of English oak
 The other Foothooks and Top Timbers of English oak & better white spruce
 The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are —
 The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —
 The alternate Frames are — bolted together. N. B. If not, state how bolted.
 The Butts of the Timbers are pretty close together; their thickness not less than 1/3rd of the entire moulding at that place. where seen
 The Frame is — chocked with a Butt at each end of the chock.
 The Main Kelson is composed of English oak and the False Kelson of Am^e Elm
 The Scarphs of the Kelsons are not less than four feet — inches.
 The Deck and Hold Beams are composed of white spruce & red pine

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of white oak
 From the first Foothook Heads to the Light Water Mark of white oak & black birch
 From the Light Water Mark to the Wales of white oak & black birch
 The Wales and Black-strakes are of Am^e white oak & black birch The Topsides of white spruce
 The Sheer-strakes and Plank-sheers of black metal & Am^e oak The Water-ways of white spruce
 The Decks of yellow pine State of very good
 The Shifts of the Planking are not less than Five 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 thin Planks between

Planking Inside.—The Limber-strakes are composed of English oak the Bilge Planks of Am^e Elm
 The Ceiling, Lower Hold, of Am^e Elm & white spruce Between Decks of white spruce
 Shelf Pieces of white spruce Clamps of white oak & white spruce
Fastenings.—To Hold Beams broad iron on each side

Deck Beams single beam leading knees, strong knees, & three pair of diagonal iron knees
 Number of Breasthooks six Pointers three pair Crutches one
 Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling iron bolted through and clenched. same rule
 General Quality of Workmanship —

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

Builder's Signature _____ Surveyor's Signature George Lloyd

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,	120	Chain	1 1/8	2
2	Fore Top Sails,	90	Hemp Stream Cable	1	1
2	Fore Topmast Stay Sails,	45	Hawser	1	1
1	Main Sails,	70	Towlines	6	
2	Main Top Sails,	90	Warp	4	
-and all in <u>good</u> order			All of <u>good</u> quality.		

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

She has one Long Boat and one Jolly Boat

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

In 1846 This Vessel had all new Topsides, Shear Trunks, Plank Sheers Waterways, Decks, Beams, Truss, & Top timbers &c at St John Newfoundland. and has now been stripped from the Hold Beam Clamps to the stoke above the Forewailing, put in 12 Footboards on each side, and cross checked all the Floor & Footboard Beams where required, put in 3 new Bidge Planks on each side 4 inch Am Elm all through bolted with 3/4 Iron, 4 strakes below the Bidge Planks right fore aft Am Elm 2 1/2 in. and 3 strakes above the Bidges 2 1/2 yellow Pine 2 new Hold Beams Red Pine, all new truss fastened with 7/8 Iron, new Kay upon hullson Am Elm all through riveted from the keel to the masts, Butt & Bidge both dcaulked all over, the lower keeling &c all refit, and put new sails &c

This Vessel I am informed, was built by the Government, and used as a Packet Vessel between Falmouth & Lisbon.

If Sheathed, Doubled, Felted, or Coppered Single Bottom new When last done

I am of opinion this Vessel should be Classed H.B. being in a fit state to carry a heavy & perishable Cargo

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Major Special£ 1 : 1 : 0

Certificate (if required)£ : 5 : 0

Committee's Minute 30th May 1848.

Character assigned AS



© 2019

Lloyd's Register
Foundation