

No. 54 Survey held at Cowes Date 15th October 1838
on the Schooner Miranda Master Samuel Arlis
Tonnage 131 ¹⁹/₇₄ Built at Cowes When built 15th October 1838
By whom built Thomas White Owners Messrs Baylis & Co
Port belonging to London Destined Voyage _____
If Surveyed Afloat or in Dry Dock On the Stocks

54

Length aloft.....75^{Feet.}11^{Inches.} Extreme Breadth20^{Feet.}3^{Inches.}1/2 Depth of Hold11^{Feet.}6^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	10		
Floors..... sided	8	Moulded	10
1 st Foothooks..... "	7	"	
2 nd Ditto..... "	6 1/2	"	
3 rd Ditto..... "	6	"	
Top Timbers..... "	6	"	
Deck Beams..... Number of..... <u>16</u> "	7	"	
Hold Beams..... No..... <u>2</u> "	7	"	
Keel..... "	9	8	14
Kelsons..... "	10	X 12	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/2	Foot Waling.....	2 1/2
Bilge Planks.....	3 1/2	Bilge Planks.....	
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2
Wales.....	4	Ditto Bilge to Clamp.....	2
Topsides.....	2 1/2	Hold Beam Clamps.....	2 1/2
Sheer Strakes.....	3	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam ditto.....	4 1/2 X 10

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1				
Scarphs of Keel..... N ^o . <u>7</u>	7/8	Bolts thro' the Bilge and Foot Waling.....	5/8	Hold Beam.....	7/8 X 1 1/2
Floor Timber Bolts.....	7/8	Butt End Bolts.....	5/8	Deck Beam.....	
Kelson ditto.....	7/8	Lower Pintle of the Rudder.....	2 1/2		
Transoms and throats of Hooks.....	7/8			same in Iron above the Copper.....	
Arms of Hooks.....	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are _____ free from all defects. Yes

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

Her other Foothooks and Top Timbers of Ditto Ditto

Her Shifts of the first and second Foothooks are not less than 3 feet 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 feet 6 inches

The Frame is E. Oak squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is English Oak

The alternate Frames are _____ bolted together. Yes

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

The Frame is cross chocked with 3 in Butt at each end, of the chock.

The Main Kelson is composed of English Oak and the False Kelson of _____

The Scarphs of the Kelsons are not less than 5 feet _____ inches.

The Deck and Hold Beams are composed of English Oak

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

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

From the Light Water Mark to the Wales of Ditto Ditto

The Wales and Black-strakes are of Ditto Ditto

The Topsides of Ditto Ditto

The Sheer-strakes of English Oak Decks, and state of, new yellow pine

The Gunwales of Ditto Ditto Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet _____ Inches. 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 English Oak The Planking is wrought three between. the Stringers of English Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of Ditto Ditto

Fastenings.—To Hold Beams Wood Knees clenched

Deck Beams Buttailed into the Stringer and one hanging Iron Knee to each end of all the beams

Number of Breasthooks 4 below Deck Pointers 2 Crutches 1

Butts End Bolts are of Copper 5/8 in the Bottom, and 1 in Bolt in each Butt End through and clenched. Yes

Bilge and Footwaling Ditto 1 in bolted through and clenched. Yes

General Quality of Workmanship the best

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

Builder's Name _____

Surveyor's Name _____

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
/	Fore Sails,	165	Chain	7/8 th	2 Bower,
/	Fore Top Sails,	50	Hempen Stream Cable.....	5/8 th	1 Stream,
/	Fore Top Stay Sails,	120	Hawser	5 1/2	1 Kedge,
/	Main Sails, <u>1 Tysail</u>	120	Towlines	3 1/2	All of proper weight. <u>yes</u>
/	Main Top Sails,	75	Warp	2 1/2	
and <u>insufficient number of small</u>		All of <u>New</u> quality.			
<u>Sails all New</u>					

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

She has One Long Boat and One Yawl

The present state of the Windlass is Rendall & Youngs patent
New of Capstan 2 Wench and Rudder New

General Remarks—Statement and Date of Repairs.

(Single Sheet)
To Charles Graham Esq.
Registry Office of Shipping
2 White Lion Court
Cornhill
London



If Sheathed, Doubled, or Felted, Papered & Sheathed with Copper
and Date when last done 15th October 1838

And 2 am of opinion this Vessel should be Classed

The Amount of the Fee.....£ 2 : 2 : - is received by me, Geo. Spain

Committee Minute 26th Oct^r 1838

Character assigned 12 Years A1



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