

No. 636 Survey held at Dundee Date Aug 28th 1841
on the Ship Madura Master W. A. Mylne
Tonnage 603 6/10 Built at Dundee When built Aug 1841
By whom built Dundee Ship Building Co Owners Robert Leslie
Port belonging to Dundee Destined Voyage Calcutta
If Surveyed Afloat or in Dry Dock Surveyed at Dundee previous Building and Finished

Length aloft	Feet. 122	Inches. 2 1/2	Extreme Breadth	Feet. 27	Inches. —	Depth of Hold	Feet. 19	Inches. 7 1/2	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	15		Outside.		Inches.	Inside.		
Floors	sided	13	Moulded	14	12	Keel to Bilge	3 1/4	Foot Waling	4 1/2
1 st Foothooks	"	11	"	12	10 3/4	Bilge Planks	5 1/4	Bilge Planks	4 1/2
2 nd Ditto	"	10	"	10 1/4	9 1/2	Bilge to Wales	4	Ceiling in Flat	3
3 rd Ditto	"	—	"	—	—	Wales	5 1/4	Ditto Bilge to Clamp	3
Top Timbers	"	9 1/2	"	8	5 1/4	Topsides	3	Hold Beam Clamps	4 1/2
Deck Beams	N ^o . of 24	11	"	11 1/2	8	Sheer Strakes	4	Deck Beam Ditto	4
Hold Beams	N ^o . of 18	14	"	13 1/2	11	Plank Sheers	4	Ceiling 'twixt Decks	3
Keel	"	13	"	15	—	Water-Ways	8	Hold Beam Shelves	5 x 3
Kelsons	"	14	"	32	—	Upper Deck	3 1/4	Deck Beam Ditto	5

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u>	Bolts thro' the Bilge and Foot Waling	<u>7 1/2</u>	Hold Beam	<u>1 1/2</u>
Scarphs of Keel	N ^o . <u>10</u> <u>7 1/2</u> <u>3 1/4</u>	Butt End Bolts	<u>5 1/2</u>	Deck Beam	<u>7 1/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3 1/8</u>		
Kelson ditto	<u>1 1/8</u> <u>1 1/4</u>				
Transoms and throats of Hooks	<u>1 1/4</u>				
Arms of Hooks	<u>1 1/8</u> <u>1 1/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 6 1/2 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are all free from all defects.

The Floors and first Foothooks are composed of Continental and British oak Timber.

The other Foothooks and Top Timbers of English oak

The Shifts of the first and second Foothooks are not less than 4 ft 4 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 ft 6 in

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

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

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

The Frame is well chocked with all Butt at each end of the chock.

The Main Kelson is composed of Quebec oak and the False Kelson of Quebec oak

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of English oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm

From the first Foothook Heads to the Light Water Mark of Pitch Pine & Continental & English oak boards

From the Light Water Mark to the Wales of Pitch Pine & English and Continental oak boards

The Wales and Black-strakes are of English 18 lb No 1 Oak The Topsides of Pitch Pine

The Sheer-strakes and Plank-sheers of English oak The Water-ways of Red pine

The Decks of Yellow pine State of Best quality

The Shifts of the Planking are not less than 5 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 Thru between

Planking Inside.—The Limber-strakes are composed of Danbri oak the Bilge Planks of Danbri oak

The Ceiling, Lower Hold, of Danbri oak Between Decks of Pitch Pine

Shelf Pieces of Danbri oak Clamps of Danbri oak

Fastenings.—To Hold Beams 2 Down tail piece between the beams Run Staph Lodge Knus & 9 in hanging knus each side

Deck Beams Double wood Loeving knus & Lifters Run hanging knus on each side

Number of Breasthooks Five Pointers Four Crutches One

Butts End Bolts are of Pepus & main Mute in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Pepus & main Mute bolted through and clenched.

General Quality of Workmanship Very Good

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

Builder's Name David Lighter

Surveyor's Name David Lighter

Her Masts, Yards, &c. are in Best 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 15/8	3	Bower
2	Fore Top Sails,	90	Hempen Stream Cable	10	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	6 1/2	2	Kedge
2	Main Sails,	90	Towlines	4 1/4		
2	Main Top Sails,	90	Warp	4		
and <u>Well found with other sails</u>			All of <u>Best</u> quality.			

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

She has one Long Boat and Three other Boats

The present state of the Windlass is Well fitted Capstan Well fitted and Rudder Well hung
with Dow & Larsons Patent

General Remarks—Statement and Date of Repairs.

*A remarkable Vessel built of Excellent Material and Large —
Scantling good workmanship and well fastened Bells all extra Bells with
a Bell in every Timber, is very highly finished Full poop and Full fallant —
Forecastle is most abundantly fitted with Best Stow for the ship
Cargo of Dry and Bulkall Cargo —*

If Sheathed, Doubled, Felted, or Coppered Sheathed with Yellow Metal to the Hull When last done _____

I am of opinion this Vessel should be Classed GA

The Amount of the Fee.....£ 5 : - : - is received by me, David Lighter

Special£ : : GA

Committee's Minute 3rd Sept 1841

Character assigned GA



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