

No. 355 Survey held at Burton Stather Date 22<sup>nd</sup> May Rec. 25/5/65. 355  
on the Bark "Verulam" Master Matthew Greave 1865  
Tonnage Old Built at Burton Stather When built 1865 Launched 30<sup>th</sup> March  
By whom built John May & Son Owners Bullard King  
Port belonging to London Destined Voyage London & Natal  
Surveyed while Building, Afloat, or in Dry Dock while building & in dry dock at York & aft

Length aloft	147	Extreme Breadth Outside	25	Depth of Hold	12
Thickness of Plank.					
Scantlings of Timber.			Outside.		
Timber and Space			Garboard Strakes		
Floors			Garboard to Bilge		
1 <sup>st</sup> Foothooks			Bilge Planks		
2 <sup>nd</sup> Ditto			Bilge to Wales		
3 <sup>rd</sup> Ditto			Wales		
Top Timbers			Topsides		
Deck No. 29 Average Space 4ft			Sheer Strakes		
Deck Beams, length amidships			Plank Sheers		
Hold No. Average Space			Water Upper Deck		
Hold Beams, length amidships			Ways Lower Deck		
Keel			Ditto, faying surface against Timbers		
Scarphs of Ditto			Upper Deck		
Keelsons					
Scarphs of Ditto					

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.					
Under 12x12 Scarphs of Keel					
Heel-Knee, & Deadwood abaft					
Scarphs of Keel, No. 7					
Keelson Bolts through Keel at each Floor					
Bolts thro' Heels of Timbers against Deadwood					
Transoms and throats of Hooks					
Arms of Hooks					
Thro' Bilge & Limber Strakes					
Thickstuff over Double Floors					
Butt End Bolts					
Pintles of the Rudder					
Hold Beam Bolts in Waterway					
Bolts in Knees Shelf or Clamp					
Deck Beam Bolts in Waterway					
Bolts in Knees Shelf or Clamp					
Nails or Bolts in Flat of Deck					
Treenails					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1/2 of breadth N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared

The alternate Frames are — bolted together to the Gunwale. N. B. If not, state how bolted.

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

The Frame is scupper chocked with — Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak

The Keel is American Elm The Main Keelson is Greenheart & English Oak and — free from all defects.

The Stem, and Stern Post of English Oak and Greenheart The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are — free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of English Oak The Knees of English Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is English & Am. Elm & English Oak  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are English Oak The Topsides & Sheer-strakes English Oak

The Spirketting and Plank-sheers English Oak The Water-ways { Upper Deck English Oak  
Lower Deck —

The Decks Yellow pine State of good

The Shifts of the Planking are not less than 6 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, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English and German Oak

The Ceiling, Lower Hold, and between Decks English & German Oak Shelf Pieces and Clamps English & German Oak

Fastenings.—To Hold Beams The frame strapped outside in accordance with

rules 4 x 9/16 iron and one pair of iron straps forward, de

ck (inside) extending from deck clamp crossing frames of crutch & quarter to these bolts with

Deck Beams English Oak lodging — in every Beam six pair of iron knee riders couple four pair of iron knees

Number of Breasthooks Three Pointers English Oak Crutches Iron

Butt End Bolts are of Yellow Metal in the Bottom: two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Circular

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Fair

We certify that the above is a correct description of the several particulars therein given

Builder's Signature John May & Son Surveyor's Signature Mr Davidson



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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

		Fathoms.	Inches.		No.	Weight & Stock	
						Weight.	Stock
Fore Sails,	Antique dated Low Walker	240	1 1/4	Bower,	Antique dated Low Walker	13.2.0	15.8.0
	Chain 2 & 1/2 inch 2 cut. 1/2 inch	50	3/4		Robert Barrall	12.2.0	13.7.0
	Hemp Stream Cable	90	6				
	Hawser	90	9		Stream,	4.1.0	
	Towlines	90	4 1/2				
Main Sails,	Warp	90	3 1/2	Kedge,		1.2.0	
Main Top Sails,	All of <u>good</u> quality.						

Her Standing and Running Rigging Hemp sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan Winch Rudder good Pumps good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys  
held while building,  
as per Section 35.

- 1st. When the Frame is completed
- 2nd. When the Beams are put in, &c
- 3rd. { When completed, and before the  
plank be painted or payed }

Special Survey No 85 date 29<sup>th</sup> Nov 1864  
First Survey 20<sup>th</sup> May 1864  
Last Survey 24<sup>th</sup> May 1865

<sup>Extremely</sup>  
This vessel is fastened with English oak treenails, yellow metal bolts and dunnage  
to the exclusion of iron from the lower part of the keel up to the height  
of one fifth of the depth of Hold below the upper side of upper Deck.  
The whole of the inside with the exception of the frame ~~is~~  
~~is~~ all of iron galvanized, Plank from Gunwale down to 15 below  
upper side of upper Deck also Bent down Signature  
Straps outside of frame with Galvanized wire

Tonnage under Deck 289.32  
Poop 59.02  
House 14.59  
362.93

Wm May & Son

Poop framed and Planked in accordance with Rules  
fastened with English oak treenails & Galvanized iron bolts

One Kedge anchor 2 1/2 cut to be supplied -

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doublet, Felted, or Coppered Yellow Metal on felt When last done April

I am of opinion this Vessel should be Classed 10 & 11 A 1

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

Special .....£ 15 : 12 : -

Certificate .....£ - : - : -

Committee's Minute 26<sup>th</sup> May 1865

Character assigned A 1 for 11 years



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