

No. 731 Survey held at Hanwell Date 1<sup>st</sup> Mar 53 to 22 July 1854  
on the Ship, Orwell Master W. E. Maurice  
Tonnage Old 1000 Built at Hanwell When built 1853 & 54 Launched  
By whom built John Vaux Owners Messrs Phillips & Co  
Port belonging to London Destined Voyage  
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft ..... 120 6-10 Extreme Breadth ..... 29 6-10 Depth of Hold ..... 21 6-10

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>14 1/2</u>	Moulded	<u>15</u> <u>12</u>	Keel to Bilge	<u>4 1/2</u>	Limber Strakes	<u>5 1/2</u> <u>14</u>
1 <sup>st</sup> Foothooks.....	<u>13</u>	"	<u>14</u> <u>10</u>	Bilge Planks... <u>4</u> <u>of</u> .....	<u>5 1/2</u>	Bilge Planks... <u>8</u> <u>of</u> <u>from</u> .....	<u>5 1/2</u> <u>4 1/2</u>
2 <sup>nd</sup> Ditto.....	<u>11</u>	"	<u>12</u> <u>10 1/2</u>	Bilge to Wales	<u>4 1/2</u>	Ceiling in Flat	<u>3 1/2</u>
3 <sup>rd</sup> Ditto.....	<u>10 1/2</u>	"	<u>10</u> <u>8 1/2</u>	Wales ... <u>4</u> <u>Strakes</u> <u>of</u> .....	<u>6</u>	Ditto Bilge to Clamp	<u>3 1/2</u> <u>4</u>
Top Timbers	<u>10 9/16</u>	"	<u>6</u>	Short Hoods	<u>3 1/2</u> <u>4</u>	Hold Beam Clamps	<u>6</u>
Deck Beams N <sup>o</sup> <u>34</u> Average Space } <u>10</u> <u>on</u> <u>ea</u> <u>Hold</u> <u>Beam</u>	<u>9 3/4</u>	"	<u>9 1/4</u> <u>8</u>	Topsides	<u>4 1/2</u>	Deck Beam Ditto	<u>4 1/2</u>
Hold Beams N <sup>o</sup> <u>32</u> Average Space } <u>4</u> <u>4</u>	<u>13 1/2</u>	"	<u>13</u> <u>11 1/2</u>	Sheer Strakes	<u>4 1/2</u>	Ceiling 'twixt Decks	<u>3 1/4</u>
Keel	<u>15</u>	"	<u>17</u>	Plank Sheers	<u>4 1/2</u>	Hold Beam Shelves	-
Keeper	<u>14 1/2</u> <u>6 1/2</u>	"	<u>17 1/2</u>	Water-Ways	<u>10</u> <u>12</u>	Deck Beam Ditto	-
Keelsons	<u>17</u>	"	<u>17 1/2</u>	Upper Deck	<u>3 3/4</u>		
Scarp of Ditto	<u>8</u> <u>feet</u>	"					

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.			
Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	<u>1 3/8</u>	Transoms and throats of Hooks	<u>1 3/8</u> <u>1 3/8</u>
Scarp of Keel.....N <sup>o</sup> . <u>8</u>	<u>1 3/8</u>	Arms of Hooks	<u>1 1/4</u> <u>1 1/4</u>
Floor Timber Bolts	<u>1 3/8</u>	Bolts thro' Bilge & Limber Strakes	<u>1 1/2</u>
Kelson ditto	<u>1 3/8</u>	Butt End Bolts	<u>1 1/8</u> <u>1 1/8</u>
		Lower Pintle of the Rudder	<u>3 1/2</u>
		Hold Beam	<u>1 1/4</u>
		Deck Beam	- <u>1 1/2</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 1/4 of the Main Breadth The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well 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 cross chocked with a Butt at each end of the chock. The Main Keelson is Green Heart & Eng Oak and free from all defects. Sister Keelsons are East India Seah The False Keelson is Offian Oak The Deck Beams consist of Green Heart & Eng Oak The Hold Beams of Green Heart & Eng Oak The Knees of Eng Oak & Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is American Rock Elm From the above named Height to the Light Water Mark Green Heart in midships & Eng Oak at the Ends From the Light Water Mark to the Wales Green Heart & English Oak at fore & aft Ends of the Ship The Wales and Black-strakes are Green Heart The Topsides Green Heart The Sheer-strakes Green Heart and Plank-sheers Green Heart The Water-ways East India Seah The Decks Yellow Pine State of new & of good quality 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 Three between

**Planking Inside.**—The Limber-strakes are Green Heart the Bilge Planks Green Heart The Ceiling, Lower Hold, Green Heart & Eng Oak Between Decks Green Heart Shelf Pieces Lower Deck W.W. Green Heart Clamps Green Heart

**Fastenings.**—To Hold Beams Iron or Wood Lodging knees in all spaces. Waterways bolted thro' and 27 Pairs of iron Hanging knees, also 18 pairs of plain Riders across the Floor Beams Deck Beams Wood Lodging knees in all spaces and 30 pairs Iron Hanging knees, also Two Waterways rabbetted into each other and thro' bolted at alternate Timbers Number of Breasthooks Seven Pointers Two Crutches Two iron & 4 Transoms Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Strong Oak How Made Circular General Quality of Workmanship

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

Builder's Signature John Vaux

Surveyor's Signature



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....					
	Fore Top Sails,	Hempen Stream Cable .....					
	Fore Topmast Stay Sails,	Hawser .....					
	Main Sails,	Towlines .....					
	Main Top Sails,	Warp .....					
	and	All of _____ quality.					

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is new & fitted with a purchase Capstan new Rudder new Pumps two iron

**General Remarks—Statement and Date of Repairs.**

This vessel was specially surveyed throughout building by me - a supplemental survey upon her frame was held by Mr Ritchie in September last. She was seen when planked outside and the beams were in by Mr Martin in March -54- and the alterations then proposed have been carried out and were seen by Mr Martin July 3. 1854. There are 18 pairs of iron Kicks fitted in the lower hold from forward to aft. And two Sister Keelsons - of Teak 12 inches square fitted on each side next the lower edge of the floor head staves and this bolted at every floor with 1 1/2 in Yellow Metal Bolts. Her entire frame is of English Oak well squared and free from defects. The Plank outside and inside is principally of Green Heart in long lengths and well fastened. This Ship has a Poop 72 feet long and 6 feet 6 inches deep - Top Gallant Forecastle 36 feet long and 6 feet deep - She is a substantial and faithful built vessel and eligible to Class 12 Years A1

*W. Saynor*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12 Years A1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special .....£ 50 : 0 : 0.

Certificate (if required) .....£ Gratis

Committee's Minute 28th July 1854

Character assigned A1 for 12 Years



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