

No. 762 Survey held at Liverpool Date June 7th 1855
 on the Ship Isabella Master D. Brown
 Tonnage 579 Built at London When built 1818
 By whom built Gordon & Co Owners D. Dunbar & Sons
 Port belonging to London Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....	Feet. <u>122</u> Inches.	Extreme Breadth	Feet. <u>32</u> Inches. <u>9 1/2</u>	Depth of Hold	Feet. <u>22</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each <u>29</u>	Inches. Middle <u>13</u> Ends <u>13</u>	Outside.	Inside.	Inches.
Floors.....	sided <u>13</u>	Moulded <u>13</u>	Keel to Bilge	Foot Waling.....	<u>4</u> <u>80</u>
1 st Foothooks.....	" <u>10 1/2</u>	" <u>8</u>	Bilge Planks	Bilge Planks	<u>4</u> "
2 nd Ditto.....	" <u>10 1/2</u>	" <u>8</u>	Bilge to Wales	Ceiling in Flat	<u>3</u> "
3 rd Ditto.....	" <u>10 1/2</u>	" <u>8</u>	Wales <u>Teak</u> <u>10</u>	Ditto Bilge to Clump <u>1 1/2</u> <u>11 1/2</u>	<u>3</u> "
Top Timbers	" <u>9 1/2</u>	" <u>4</u>	Topsides <u>Teak</u> <u>3</u>	Hold Beam Clamps	<u>8</u> <u>7</u> "
Deck Beams <u>at hatchways</u>	" <u>11 1/2</u>	" <u>8 1/2</u>	Sheer Strakes <u>4</u>	Deck Beam Ditto.....	<u>4</u> "
Hold Beams <u>at hatchways</u>	" <u>11</u>	" <u>11</u>	Plank Sheers..... <u>4</u>	Ceiling 'twixt Decks	<u>3 1/2</u> <u>Teak</u>
Keel	" <u>13 1/2</u>	" <u>13</u>	Water-ways <u>4</u> <u>Solid</u>	Hold Beam Shelves	
Kelsons	" <u>13 1/2</u>	" <u>13</u>	Upper Deck <u>Teak</u> <u>3</u>	Deck Beam ditto	<u>13</u> <u>4</u> <u>12</u> <u>12</u>
			<u>Copper</u> <u>11</u> <u>11</u>	Stringers in hold. at <u>2</u> <u>12</u> <u>5</u> <u>12</u>	<u>10</u> <u>4</u> <u>12</u> <u>12</u>
Size of Bolts in Fastenings.			Iron.		
Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam.....	<u>1 1/4</u>
Scarphs of Keel.....N ^o .		Butt End Bolts		Deck Beam	<u>1</u> <u>1 1/8</u>
Floor Timber Bolts.....		Lower Pintle of the Rudder			
Kelson ditto.....					
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are free from all defects. as per our visit
 Her Floors and first Foothooks are composed of English oak Timber.
 Her other Foothooks and Top Timbers of English oak mostly all top timbers are teak
 Her Shifts of the first and second Foothooks are not less than N.B. When reported by you less than the prescribed Rule, then state how many.
 The rest of the Shifts of the Frame are
 The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is flaws well squared
 The alternate Frames are bolted together.
 The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.
 The Frame is chocked with Butt at each end of the chock.
 The Main Kelson is composed of English oak and the False Kelson of 4 1/2 African plank (new)
 The Scarphs of the Kelsons are not less than 5 feet inches.
 The Deck and Hold Beams are composed of English oak at hatchways, may give the best section 6 x 3/4 with a 4 in 80 pin between

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of
 From the first Foothook Heads to the Light Water Mark of
 From the Light Water Mark to the Wales of
 The Wales and Black-strakes are of Bombay Teak good
 The Topsides of Teak good
 The Sheer-strakes of Teak good
 The Gunwales of Teak good Water-ways of Teak solid
 The Shifts of the Planking are not less than 5 to 6 feet with N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. generally 2 between

Planking Inside.—The Clamps are composed of English oak the Stringers of Reapine Teak
 The Bilge Planks of English oak and the remainder of the Ceiling of English oak

Fastenings.—To Hold Beams iron beams turned ends into lodging pieces, iron hanging pieces & 4 pairs of iron standards, 2 P. of strong iron rings reaching from floor heads to clamps
 Deck Beams iron beams turned as above, iron hanging pieces & single stringer

Number of Breasthooks 4 iron & 3 wood Pointers 3 iron Crutches 1 iron
 Butts End Bolts are of copper in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling copper 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
 Surveyor's Name James Hall

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
3	Fore Sails,	224	Chain	1 1/2	3	Bower,
3	Fore Top Sails,	90	Hempen Stream Cable	12	1	Stream,
3	Fore Topmast Stay Sails,	120	Hawser	9	3	Kedge,
2	Main Sails,	120	Towlines	9		All of proper weight.
2	Main Top Sails,		Warp			
	and <u>is well formed in a three sails</u>		All of <u>good</u> quality.			

Her Standing and ~~Running~~ Rigging is Running Rigging nearly all new sufficient in size and good in quality.

She has 2 Cuvel ~~Long~~ Boat S and 2 Clinches ~~best~~ best best

The present state of the Windlass is none Capstan good and Rudder good
new

General Remarks—Statement and Date of Repairs.

This vessel appears to have had new masts, topsides, sheersakes, plank sheers and waterways, new, ceiling between decks, new stringers over 2 futtock heads, many new top timbers (No 180 as stated by the Captain) caulked, sheathed with good Hoppe's iron felt. &c. as per enclosed upper stow and fastenings, all new in 1834 Aug.
Copy of Certificate. She is in excellent condition generally. The ceiling from clamps to first futtock heads is worked diagonally thence downward longitudinally. She is well fastened throughout. Many other hold and deck beams are formed of 2 iron plates 6 x 3/4 turned at ends into Lodging Timber, having wood 4 in sided between. She is well found in good stores and has just discharged her cargo of 1050 tons of Tea in good order. I consider her perfectly qualified to carry any cargo with safety.

Amount of Repairs at Bombay 2 Sept 1834. Rupees 23593-- "47-
as per produced MSB

See "Lancaster" Lib. 3998

If Sheathed, Doubled, or Felted, Sheathed with 1 1/8 teak over patent felt and
and Date when last done happened Aug. 1834

And Law of opinion this Vessel should be Classed A

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

James Harr

Committee Minute 12 June 1835

Character assigned A, 1
MSB

Comm. Min 22 Oct 1835
Words "Large Repairs 1834
at Bombay"
to be inserted in Registered Book
MSB



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