

No. 1649 Survey held at Liverpool Date Jan 7th 1837 1649
 on the Ship Octopus Master J Mackay
 Tonnage old 369 new 469 Built at St John's Portland When built August 31 1835
 By whom built M^c Laren Owners Jas Magee
 Port belonging to Liverpool Destined Voyage New Orleans
 If Surveyed Afloat or in Dry Dock In dry dock

Length aloft.....	Feet. <u>110</u> Inches.	Extreme Breadth	Feet <u>25</u> Inches. <u>10</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>9</u> / <u>10</u>		
Scantlings of Timber.			Thickness of Plank.				
umber and Space.....	each <u>29</u>	Inches. Middle	Inches. Ends	Outside.	Inches. Inside.	Inches.	
boors.....	sided <u>14</u>	Moulded	<u>16</u>	Keel to Bilge	<u>3</u> / <u>2</u>	Foot Waling.....	<u>5</u>
Foothooks.....	" <u>13</u>	"	"	Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
Ditto.....	" <u>12</u> / <u>2</u>	"	"	Bilge to Wales	<u>3</u> / <u>2</u>	Ceiling in Flat	<u>3</u>
Ditto.....	" <u>10</u>	"	"	Wales	<u>5</u> / <u>2</u>	Ditto Bilge to Clamp	<u>3</u>
o Timbers	" <u>12</u>	"	"	Topsides	<u>3</u>	Hold Beam Clamps	<u>5</u> / <u>2</u>
ck Beams	Number of <u>12</u>	"	<u>12</u>	Sheer Strakes	<u>3</u> / <u>2</u>	Deck Beam Ditto.....	<u>5</u> / <u>2</u>
ld Beams	Do. Do. <u>12</u>	"	<u>12</u>	Plank Sheers.....	<u>3</u> / <u>2</u>	Ceiling 'twixt Decks	<u>3</u>
el	" <u>13</u> / <u>2</u>	"	"	Water-ways	<u>7</u>	Hold Beam Shelves	<u>7</u> x <u>12</u>
elsons	" <u>14</u> / <u>2</u>	"	"	Upper Deck	<u>3</u>	Deck Beam ditto	<u>6</u> x <u>12</u>

Copper.		Copper.		Iron.	
Keel-Knee, and Dead Wood abaft	Inches. <u>10</u>	Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel.....	N ^o <u>10</u>	Butt End Bolts		Deck Beam	
For Timber Bolts.....		Lower Pintle of the Rudder	<u>3</u>		
For ditto.....					
Transoms and throats of Hooks					
Ends of Hooks				same in Iron above the Copper	

Planking.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Quebec Oak & Mackmatac and are free from all defects.

Her Floors and first Foothooks are composed of Black Birch Timber.

Her other Foothooks and Top Timbers of Part of her 2nd Foothooks B B the other timbers Pine

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 fairly free from sap, and from thence downwards, the frame is the same

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 Black Birch and the False Kelson of Pine

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

The Deck and Hold Beams are composed of Pine

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Black Birch

From the first Foothook Heads to the Light Water Mark of Pine

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of Do

The Topsides of Do

The Sheer-strakes of Do

The Gunwales of Do Water-ways of Pine

The Shifts of the Planking are not less than 5 Feet 6 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 Pine The Planking is wrought 2 & 3 between. the Stringers of Pine

The Bilge Planks of Black Birch and the remainder of the Ceiling of Pine

Fastenings.—To Hold Beams Stringers above & below Double Wood Lodging Knees

Deck Beams Stringer above & below and Double wood Lodging Knees

Number of Breasthooks 5 Pointers 2 forward & 2 aft Crutches 0

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper well bolted through and clenched.

General Quality of Workmanship very fair

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

Builder's Name _____

Surveyor's Name _____

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 .	
2	Fore Sails,	200	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	75	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	5	1	Kedge,
1	Main Sails,	75	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,		Warp			
and	<i>well found in the sails</i>		All of <u>good</u> quality.			

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

She has one Long Boat and one other

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Fore and Aft connection good. Strangers over Shifting the deck Hooks forward. The Clamps Strangers and Waterways all scarphed and all bolts thru & clenched in alternate timber.

At the Present time has received the following repair in consequence of having been on Shore on Her Passage from Belfast—four Planks shifted in the Starboard Bilge and Caulked from Keel to Gunwale. and at my suggestion an additional number of three trenails introduced the lower part of Her Stern Post Shifted and longer Rudder Braces fitted.

She is now in Good Repair fit to Carry a dry and Perishable cargo in safety

If Sheathed, Doubled, or Felted, Coppered on Paper

and Date when last done Jan^{ry} 1837

And I am of opinion this Vessel should be Classed 4 A1

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

Committee Minute

24 Jan^{ry} 1837

Character assigned

A1 for 4 Years

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