

No. 1486 Survey held at London Date 21st March 1877
on the Ship Murch. Master Doth Booth
Tonnage 702 Built at Muramack When built May 1837
By whom built J. Gardine Owners Robertson & Co.
Port belonging to London Destined Voyage Bombay
If Surveyed Afloat or in Dry Dock

Length aloft..... 28 Feet 10 Inches. Extreme Breadth 22 Feet 10 Inches. Depth of Hold 22 Feet 10 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>3</u>		
Floors..... sided	<u>13</u>	Moulded	<u>18</u>
1 st Foothooks.....	<u>13</u>	"	<u>13</u>
2 nd Ditto.....	<u>12</u>	"	<u>10</u>
3 rd Ditto.....	<u>12</u>	"	<u>8</u>
Top Timbers.....	<u>10</u>	"	<u>14</u>
Deck Beams..... Number of.....	<u>22</u>	"	<u>16</u>
Hold Beams..... Dp. Dp.....	<u>13</u>	"	<u>16</u>
Keel.....	<u>18</u>	"	<u>18</u>
Kelsons.....	<u>18</u>	"	<u>18</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>5</u>	Foot Waling.....	<u>8</u>
Bilge Planks.....	<u>7</u>	Bilge Planks.....	<u>8</u>
Bilge to Wales.....	<u>4</u>	Ceiling in Flat.....	<u>4</u>
Wales.....	<u>7</u>	Ditto Bilge to Clamp.....	<u>4</u>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>5</u>
Sheer Strakes.....	<u>4</u>	Deck Beam Ditto.....	<u>13</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>4</u>
Water-ways.....	<u>10</u>	Hold Beam Shelves.....	<u>13</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>12</u>

Copper.

Heel-Knee, and Dead Wood abaft.....
Scarp of Keel..... N°.....
Floor Timber Bolts.....
Kelson ditto.....
Transoms and throats of Hooks.....
Arms of Hooks.....

Size of Bolts in Fastenings.

Copper.

Bolts thro' the Bilge and Foot Waling.....
Butt End Bolts.....
Lower Pintle of the Rudder.....

Iron.

Hold Beam.....
Deck Beam.....

same in Iron above the Copper.....

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African Oak & Mad Pine and are free from all defects. Her Floors and first Foothooks are composed of Birch Timber. Her other Foothooks and Top Timbers of Black Oak & Mad Pine. Her Shifts of the first and second Foothooks are not less than 1 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 all in light and square squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is.....
The alternate Frames are all in light and square bolted together.
The Butts of the Timbers are all in light and square close together; their thickness not less than 1 of the entire moulding at that place.
The Frame is all in light and square chocked with all in light and square Butt at each end of the chock.
The Main Kelson is composed of all in light and square and the False Kelson of all in light and square.
The Scarphs of the Kelsons are not less than 1 feet 10 inches.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Birch. From the first Foothook Heads to the Light Water Mark of Birch. From the Light Water Mark to the Wales of Birch & Spruce. The Wales and Black-strakes are of all in light and square. The Topsides of all in light and square. The Sheer-strakes of all in light and square. Decks and side of, all in light and square. The Gunwales of all in light and square. Water-ways of all in light and square. The Shifts of the Planking are not less than 4 Feet 10 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 all in light and square. The Planking is wrought all in light and square between the Stringers of all in light and square. The Bilge Planks of all in light and square and the remainder of the Ceiling of all in light and square.

Fastenings.—To Hold Beams all in light and square. Deck Beams all in light and square. Number of Breasthooks 7 Pointers 3 Crutches 3. Butts End Bolts are of Copper in the Bottom, and 3 Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship all in light and square

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

Builder's Name

Surveyor's Name



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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,	270	Chain	13 1/4 - 1 1/4	3	Bower,
2	Fore Top Sails,	80	Hempen Stream Cable	8	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	7	2	Kedge,
1	Main Sails,	80	Towlines	6		All of proper weight.
2	Main Top Sails,	70	Warp	4 1/2		
and	well found in other		All of	second		quality.

Her Standing and Running Rigging is all new sufficient in size and _____ in quality.

She has a Long Boat and Pinnace & Sloop Boat

The present state of the Windlass is green color Capstan red and Rudder red
2 Lead pumps good

General Remarks—Statement and Date of Repairs.

Length from snout down. — add 1 pair of long Diagonal 1st Side
arm 15 feet & 9 pair diagonal 1st Side arm. 10 to 8 feet. under human hold
beam — Between deck one pair of simple Standards 7 pair of diagonal 1st. &
7 pair of diagonal iron standing lines.

In an official State of Spain Rd Wang by Perichakku
bargues before all parts of the world with safety

If Sheathed, Doubled, or Felted, Leath Sheathed in Hoop on paper. Cotton & 16 3 & 16 feet
and Date when last done _____

And Sam of opinion this Vessel should be Classed 5th A.

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, *John Harrison*

Committee Minute Oct 20th 1837

Character assigned Ad 5 Years

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