

No. 4813 Survey held at Liverpool Date July & April 1845  
 on the Ship Viscount Laman Master Lancaster  
 Tonnage 5140 Built at Liverpool When built 1842  
 By whom built Steel & Son Owners Jaylor Potts, & Co.  
 Port belonging to Liverpool Destined Voyage Calcutta  
 If Surveyed Afloat or in Dry Dock Both

Length aloft	Feet. <u>117</u> Inches. <u>5 7/8</u>	Extreme Breadth	Feet. <u>27</u> Inches. <u>4 1/2</u>	Depth of Hold	Feet. <u>18</u> Inches. <u>2 1/2</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space	Inches. <u>each</u> <u>30</u>	Inches. Middle <u>19</u> Inches. Ends <u>19</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors	sided <u>13</u>	Moulded <u>19</u>	Keel to Bilge	<u>4</u>	Foot Waling	<u>5</u>
1 <sup>st</sup> Foothooks	" <u>12</u>	" <u>19</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
2 <sup>nd</sup> Ditto	" <u>11</u>	" <u>11 1/2</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>3</u>
3 <sup>rd</sup> Ditto	" <u>9 1/2</u>	" <u>10</u>	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	" <u>8 1/2</u>	" <u>7</u>	Topsides	<u>3 1/4</u>	Hold Beam Clamps	<u>6 1/8</u>
Deck Beams N <sup>o</sup> . of <u>20</u>	" <u>11</u>	" <u>11</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto	
Hold Beams N <sup>o</sup> . of <u>18</u>	" <u>13</u>	" <u>14</u>	Plank Sheers	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>13</u>	" <u>15</u>	Water-Ways	<u>7</u>	Hold Beam Shelves	<u>-</u>
Kelsons	" <u>16</u>	" <u>21</u>	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	<u>-</u>

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	Inches.	Bolts thro' the Bilge and Foot Waling	Inches.	Hold Beam	Inches.
Scarphs of Keel N <sup>o</sup> .		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder	<u>3</u>	} same in Iron above the Copper. }	
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English & African the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African and are all free from all defects. The Floors and first Foothooks are composed of English & African Timber. The other Foothooks and Top Timbers of English & African. The Shifts of the first and second Foothooks are not less than the prescribed Shift, N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are the same. The Frame is well squared from the first Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. to form N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of African Oak and the False Kelson of None. The Scarphs of the Kelsons are not less than 8 feet 0 inches. The Deck and Hold Beams are composed of African & English Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Oak. From the first Foothook Heads to the Light Water Mark of African Oak. From the Light Water Mark to the Wales of African Oak. The Wales and Black-strakes are of African Oak. The Topsides of African Oak. The Sheer-strakes and Plank-sheers of African Oak. The Water-ways of African Oak. The Decks of Yellow Pine. State of good. The Shifts of the Planking are not less than 5 Feet 0 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

**Planking Inside.**—The Limber-strakes are composed of African & Green Heart the Bilge Planks of the same. The Ceiling, Lower Hold, of Green Heart & African Oak. Between Decks of Bay Wood & African Oak. Shelf Pieces of the same. Clamps of African & Green Heart.

**Fastenings.**—To Hold Beams Patent T. Plates & Iron and apl. Double Wood Lacing. Deck Beams Iron Stape Iron with eight Iron Stape Head and 4 Five Hanging. Number of Breasthooks Four Pointers None Crutches One. 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 Wm. P. P. & Co.



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> .	
	Fore Sails, <i>Leeds</i>	240	Chain .....	1 5/8	3	Bower,
	Fore Top Sails,	90	<del>Hemp</del> Stream Cable .....	1	1	Stream,
	Fore Topmast Stay Sails,	180	Hawser .....	7/8	2	Kedge,
	Main Sails,		Towlines .....			
	Main Top Sails,	90	Warp .....	5		
	and		All of <i>good</i> quality.			

Her Standing and Running Rigging *is 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 *good* and Rudder *good*

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

*The material which is principally African Oak in the planking of one portion of the frame the remainder English is of the first description. Some short shifts of Plank we observe to have been taken out & replaced with longer lengths. The whole of the workmanship & material is now of such character as fully warrants us in recommending her as below.*

If Sheathed, Doubled, Felted, or Coppered *Coppered on felt* When last done *at present*

I am of opinion this Vessel should be Classed *12 A 1*

The Amount of the Fee.....£ *5* - - is received by me,

Special .....£ *5* : *5* :

Committee's Minute *20<sup>th</sup> April 1842*

Character assigned *A 1 for 12 Years*

*[Signature]*

*[Signature]*

*William Pope*

*J. W. [Signature]*



*MS. [unclear] [unclear] [unclear]*