

No. 6115 Survey held at Liverpool Date 30 May 1844  
on the Sh. Gen Master Nicol  
Tonnage 226 Built at Liverpool When built 1844  
By whom built Adamson Owners Burhanul Ho  
Port belonging to Moscow Destined Voyage Singapore  
If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet. 99	Inches. 8 1/2	Extreme Breadth	Feet. 20	Inches. 4 1/2	Depth of Hold	Feet. 15	Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Timber and Space	each	22	<b>Outside.</b>			<b>Inside.</b>		
Floors	sided	9 1/2	Moulded	11 1/2	Keel to Bilge	2 1/2	Foot Waling	3
1 <sup>st</sup> Foothooks	"	8 1/2	"	11 1/2	Bilge Planks	4	Bilge Planks	3
2 <sup>nd</sup> Ditto	"	8	"	8	Bilge to Wales	3 1/2	Ceiling in Flat	2
3 <sup>rd</sup> Ditto	"	7 1/2	"	7 1/2	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	7	"	6	Topsides	2 1/2	Hold Beam Clamps	3 1/2
Deck Beams	N <sup>o</sup> . of 25	8 1/2	"	8 1/2	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams	N <sup>o</sup> . of 12	10	"	10	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	"	10	"	12	Water-Ways	5 1/2	Hold Beam Shelves	4 x 12
Kelsons	"	10 1/2	"	17	Upper Deck	3	Deck Beam Ditto	
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	1 1/2		<b>Copper.</b>					
Scarp of Keel	N <sup>o</sup> . 8	3/4	Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam		
Floor Timber Bolts		1	Butt End Bolts	5/8		Deck Beam		
Kelson ditto		1	Lower Pintle of the Rudder	2 3/4				
Transoms and throats of Hooks		1				same in Iron above the Copper		
Arms of Hooks		7/8						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are free from all defects. The Floors and first Foothooks are composed of English & African Oak Timber. The other Foothooks and Top Timbers of English & African Oak. The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are in proportion. The Frame is squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is all chocked with a Butt at each end of the chock. The Main Kelson is composed of Woods & African Oak and the False Kelson of New South Wales Hard Wood. The Scarphs of the Kelsons are not less than 5 feet inches. The Deck and Hold Beams are composed of English & African Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Lubeck Elm. From the first Foothook Heads to the Light Water Mark of Lubeck Oak. From the Light Water Mark to the Wales of Greenheart, African Oak & East India Teak. The Wales and Black-strakes are of Greenheart & African Oak. The Topsides of Greenheart. The Sheer-strakes and Plank-sheers of East India Teak. The Water-ways of Tetch Pine. The Decks of Yellow Pine. State of Good. The Shifts of the Planking are not less than 5 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 3 between

**Planking Inside.**—The Limber-strakes are composed of New South Wales Hard Wood the Bilge Planks of New South Wales Hard Wood. The Ceiling, Lower Hold, of New South Wales Hard Wood. Between Decks of New South Wales Hard Wood. Shelf Pieces of East India Teak. Clamps of East India Teak.

**Fastenings.**—To Hold Beams Iron straps round the timbers of the frame and bolted through the beams with Iron. Deck Beams Iron straps round the timbers and the hold beams, with Iron hanging knees. Number of Breasthooks 6 of Iron Pointers 1 pair Crutches one of Iron. Butts End Bolts are of Copper in the Bottom, and a 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 W. P. P.





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> .	
2	Fore Sails,	180	Chain .....	1 1/2	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable .....	3/4	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser .....	5	1	Kedge,
2	Main Sails,		Towlines .....			
2	Main Top Sails,	100	Warp .....	4		
and well found in after sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging 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.

Has an iron knee to each beam both of the upper Deck and Hold. 10 of the 25 upper Deck Beams, <sup>are</sup> rather smaller than the others and form the Quarter Deck. Those of the upper Deck are 4 ft apart and the hold beams from four to 8 ft. She is a very fine vessel and fitted out in the best style. Is in all respects efficient, fit for the conveyance of dry and perishable cargoes with safety to and from all parts of the world, And in my opinion should be classed as stated below.

If Sheathed, Doubled, Felted, or Coppered Coppered on Plank When last done present time

I am of opinion this Vessel should be Classed 12 A1

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

Special .....£ : :

Committee's Minute 4<sup>th</sup> June 1844

Character assigned A 1 for 12 years



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Lloyd's Register  
Foundation

*John Penn - 6115*