

No. 704 Survey held at Liverpool Date 12 Apr Recd 11 Sept 704  
 on the Polara Brig Luan Master J. Harrison 1845  
 Tonnage 118 Built at Malta When built 1843  
 By whom built \_\_\_\_\_ Owners Captain  
 Port belonging to Malta Destined Voyage Malta  
 If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft		Feet.		Inches.		Extreme Breadth		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
67		7		10		18		5		10		9		7		10	

  

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	each	Inches.	Moulded	Outside.	Inches.	Inside.	Inches.
Floors	sided	5	7	Keel to Bilge		Foot Waling	2 1/2
1 <sup>st</sup> Foothooks	"	4 1/2	7	Bilge Planks		Bilge Planks	2 1/2
2 <sup>nd</sup> Ditto	"	"	"	Bilge to Wales		Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto	"	"	"	Wales	3	Ditto Bilge to Clamp	
Top Timbers	"	4 1/2	4 1/2	Topsides	3	Hold Beam Clamps	
Deck Beams	N <sup>o</sup> . of 11 inches apart	7 1/2	3 1/4	Sheer Strakes	2 1/2	Deck Beam Ditto	2 1/2
Hold Beams	N <sup>o</sup> . of	"	"	Plank Sheers	2 1/2	Ceiling 'twixt Decks	
Keel	"	"	"	Water-Ways	2	Hold Beam Shelves	
Kelsons	"	14 1/2	10	Upper Deck	2	Deck Beam Ditto	6 1/2

  

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
El-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling	3	Hold Beam	
Scaphs of Keel	N <sup>o</sup> .	Butt End Bolts	3/4	Deck Beam	
For Timber Bolts		Lower Pintle of the Rudder			
Reason ditto	3/4				
Transoms and throats of Hooks					
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of Adiratic Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are free from all defects.

The Floors and first Foothooks are composed of Oak Timber.

The other Foothooks and Top Timbers of Oak

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together. to top height N. B. If not, state how bolted.

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 \_\_\_\_\_ and the False Kelson of \_\_\_\_\_

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

The Deck and Hold Beams are composed of Swamp pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of \_\_\_\_\_

from the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

from the Light Water Mark to the Wales of Oak

The Wales and Black-strakes are of Oak The Topsides of Oak

The Sheer-strakes and Plank-sheers of Oak & Swamp pine The Water-ways of Swamp pine all good

The Decks of Swamp 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 2 in parallel between

**Planking Inside.**—The Limber-strakes are composed of Oak the Bilge Planks of Oak & Swamp pine

The Ceiling, Lower Hold, of Swamp pine Between Decks of \_\_\_\_\_

Shelf Pieces of Swamp pine Clamps of Swamp pine

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams are secured into strong Port & Starboard added 10 pairs of T Ribs added 10 pairs of T Ribs

Number of Breasthooks See 3 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Swamp pine in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling \_\_\_\_\_ bolted through and clenched.

General Quality of Workmanship good

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, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	50	Chain <u>2 1/2</u> ... <u>2 1/2</u> ...	2	2	Bower, <u>7 1/2</u>
2	Fore Top Sails,	100	Hempen Stream Cable .....	6	1	Stream,
2	Fore Topmast Stay Sails,		Hawser .....		2	Kedge,
1	Main Sails,		Towlines .....			
2	Main Top Sails,		Warp .....			
	and <u>wellfound</u>		All of _____ quality.			

Her Standing and Running Rigging all sufficient in size and good in quality.

She has 1 Long Boat and fully in

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

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

Added 10 pair of I. iron lines three through bolts through thong and other parts & 3 M.  
beam was added. It is stated appears correct that this vessel was hoisted on 12.  
thoathed with copper on paper at Gibraltar June 1845. I had the copper turned  
part of each they have turned the copper a little above the copper parting in middle,  
have punched up the iron & inserted a short copper bolt or nail, in the most effect  
of repair fit to carry any & all possible weight.  
If Sheathed, Doubled, Felted, or Coppered on paper since June 1845 When last done June 1845

I am of opinion this Vessel should be Classed 5 M.

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

Special .....£ 1 : : 1

Certificate (required) .....£ : : 1

Committee's Minute 16th Sept. 1845

Character assigned 5 M. 1

Certificate required



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