

No. 7500 Survey held at Liverpool Date May 11<sup>th</sup> 1846 Rec 14/5/46 7500  
 on the Ship Virginia Master J Brown  
 Tonnage 700 Built at El John When built 1845  
 By whom built \_\_\_\_\_ Owners J Brown  
 Port belonging to Liverpool Destined Voyage Styten Island  
 If Surveyed Afloat or in Dry Dock Dry dock

Length aloft	Feet. <u>14</u> Inches.	Extreme Breadth	Feet. <u>31</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>2</u> Inches. <u>11</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	Inches. <u>28</u>	Inches. Middle <u>19</u> Inches. Ends <u>12</u>	<b>Outside.</b>		
Floors	sided <u>13 1/2</u>	Moulded <u>19</u>	Keel to Bilge	Inches. <u>5</u>	<b>Inside.</b>
1 <sup>st</sup> Foothooks	" <u>13</u>	" <u>12</u>	Bilge Planks	<u>9</u>	Foot Waling <u>12</u>
2 <sup>nd</sup> Ditto	" <u>12</u>	" <u>11</u>	Bilge to Wales	<u>5</u>	Bilge Planks <u>11</u>
3 <sup>rd</sup> Ditto	" <u>11</u>	" <u>10 1/2</u>	Wales	<u>5 1/2</u>	Ceiling in Flat <u>4</u>
Top Timbers	" <u>11</u>	" <u>10 1/2</u>	Topsides	<u>5</u>	Ditto Bilge to Clamp <u>4</u>
Deck Beams ....N°. of <u>23</u>	" <u>12</u>	" <u>13 1/2</u>	Sheer Strakes	<u>6</u>	Hold Beam Clamps <u>5 1/2</u>
Hold Beams ....N°. of <u>20</u>	" <u>13</u>	" <u>14</u>	Plank Sheers	<u>5</u>	Deck Beam Ditto <u>5 1/2</u>
Keel	" <u>13</u>	" <u>16</u>	Water-Ways	<u>8</u>	Ceiling 'twixt Decks <u>4</u>
Kelsons	" <u>15</u>	" <u>16</u>	Upper Deck	<u>4</u>	Hold Beam Shelves <u>11</u>
<b>Size of Bolts in Fastenings, distinguishing whether</b>			<b>Iron.</b>		
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/4</u>	<b>Copper or Iron</b>			
Scarphs of Keel ....N°. <u>8</u>	<u>1</u>	Bolts thro' the Bilge and Foot Waling <u>3/8</u>	Hold Beam	Inches. <u>1 1/8</u>	
Floor Timber Bolts	<u>1 1/4</u>	Butt End Bolts <u>3/4</u>	Deck Beam	<u>1</u>	
Kelson ditto	<u>1 1/4</u>	Lower Pintle of the Rudder <u>3/4</u>			
Transoms and throats of Hooks	<u>1 1/4</u>				
Arms of Hooks	<u>1 1/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 24 Inches. The Stem, Stern Post, are composed of Acematae the Transoms, Aprons, Knight Heads, Hawse Timbers, of Acematae & Spruce and are free from all defects. The Floors and first Foothooks are composed of Birch, Acematae & Spruce Timber. The other Foothooks and Top Timbers of Acematae and Spruce. The Shifts of the first and second Foothooks are not less than not seen N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not seen. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared.

All The alternate **Frames** are bolted together. N. B. If not, state how bolted. The Butts of the Timbers are not seen close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place. The Frame is not seen chocked with \_\_\_\_\_ Butt at each end of the chock. The Main Kelson is composed of Spruce and the False Kelson of Spruce. The Scarphs of the Kelsons are not less than 1 feet 8 inches. The Deck and Hold Beams are composed of Spruce.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Spruce. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Red pine and Spruce. The Topsides of Red pine and Spruce. The Sheer-strakes and Plank-sheers of Red pine. The Water-ways of Yellow pine & Spruce. The Decks of Yellow pine. State of good. The Shifts of the Planking are not less than 4 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 273 Strakes between

**Planking Inside.**—The Limber-strakes are composed of Spruce the Bilge Planks of Spruce. The Ceiling, Lower Hold, of Spruce Between Decks of Spruce. Shelf Pieces of Spruce Clamps of Spruce. **Fastenings.**—To Hold Beams Double wood knees, Double stringers, Eleven pairs of Iron hanging knees and Riggers attached, all well fastened. Deck Beams Double wood knees, a shelf, nine pairs of Staple Standard, and Eight pairs of Iron hanging knees. Number of Breasthooks ditto Pointers Staple pairs Crutches one. Butts End Bolts are of Copper in the Bottom, and Bolt in each Butt End through and clenched. Bilge and Footwaling Copper 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 W. Perkins



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,	300	Chain .....	1 1/8	3	Bower,	32-00
2	Fore Top Sails,	120	Hempen Stream Cable .....	6	1	Stream,	31-00
1	Fore Topmast Stay Sails,	120	Hawser .....	6	1	Kedge,	28-2-0
1	Main Sails,	60	Towlines <del>in</del> Chain .....	1			
2	Main Top Sails,	120	Warp .....	4			
3 and 1/2, 3 top & sail			All of <u>good</u> quality.				

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

She has one Long Boat and one only boat & rig

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

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

*caulked and sheathed with Yellow Metal on paper. Is now in a fit and efficient state for the safe conveyance of dry and perishable cargoes to and from all parts of the world.*

*W. The average space between the beams five and half feet, and all the Iron Rivets extend from the lower deck beams down to take two bolts in a substantial part of the floors,*

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done 1846

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special .....£ 2 : 2 : 0

Certificate (if required) .....£ : :

Committee's Minute 15 May 1846

Character assigned A 1 for 4 years



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