

No. 9150 Survey held at Liverpool Date 1 Oct 1845
on the Barge Roomie Master W. May
Tonnage 347 Built at Liverpool When built 1845
By whom built John Miller & Co Owners Payle & Co
Port belonging to Liverpool Destined Voyage China
If Surveyed Afloat or in Dry Dock White Building

* and 9 1/2 Deck Beams

Length aloft	Feet. 112	Inches.	Extreme Breadth	Feet. 26	Inches. 2	Depth of Hold	Feet. 18	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 25		Outside.			Inside.		
Floors	sided 11 1/2	Moulded 12	Keel to Bilge	3		Limber Strakes	3 1/2	
1st Foothooks	9 1/2	10	Bilge Planks	4 3/4		Bilge Planks	4	
2nd Ditto	8 1/2	9	Bilge to Wales	3 1/2		Ceiling in Flat	2 1/2	
3rd Ditto	8	7 3/4	Wales	4 3/4		Ditto Bilge to Clamp	2 3/4	
Top Timbers	8	6	Topsides	3		Hold Beam Clamps	3 1/2	
Deck Beams N° 16	Average Space } 4 feet	9 1/2	Sheer Strakes	3 1/2		Deck Beam Ditto	3 1/2	
Hold Beams N° 16	Average Space } 6 feet	11 1/2	Plank Sheers	3 1/2		Ceiling 'twixt Decks	3 - 2 1/2	
Keel	11 1/2	11	Water-Ways	8		Hold Beam Shelves	6 x 12	
Kelsons	13	16	Upper Deck	3		Deck Beam Ditto	5 x 12	
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron.			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1 1/2		Bolts thro' the Bilge and Limber Strakes	3/4		Hold Beam	1 1/2	1
Scarpns of Keel	N° 8	7/8	Butt End Bolts	3/4		Deck Beam	1 - 7/8	
Floor Timber Bolts			Lower Pintle of the Rudder	3/5				
Kelson ditto	1 1/2							
Transoms and throats of Hooks	1							
Arms of Hooks	1							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 feet 4 in 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 well 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 cross chocked with 1 Butt at each end of the chock. or moulded

The Main Kelson is composed of English Oak + Mahogany and the False Kelson of None

The Scarpns of the Kelsons are not less than 7 feet 6 inches.

The Deck and Hold Beams are composed of Mahogany

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Black Elm

From the first Foothook Heads to the Light Water Mark of Mahogany

From the Light Water Mark to the Wales of Mahogany

The Wales and Black-strakes are of East India Teak + Greenheart The Topsides of Mahogany

The Sheer-strakes and Plank-sheers of East India Teak + Greenheart The Water-ways of English Oak + Mahogany

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 Mahogany the Bilge Planks of Mahogany + Mahogany

The Ceiling, Lower Hold, of Mahogany Between Decks of Mahogany

Shelf Pieces of Mahogany + English Oak Clamps of Mahogany

Fastenings.—To Hold Beams wood double knees, shelf & 5 pin stile standards

Deck Beams wood & iron double lodging knees, shelf 5 pin stile standards and 4 pin iron lodging knees

Number of Breasthooks 5 Pointers 1 Pair Crutches one

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

Bilge and Limber Strakes upper bolted through and clenched. Treenails of Lower & English Oak

General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature _____ Surveyor's Signature Wm. J. Wood

LIN579-0472

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	210	Chain <u>Tested</u>	1 1/8	3	Bower,	15-1-22 17-3-12 17-0-0
2	Fore Top Sails,	75	Hempen Stream Cable	7	1	Stream,	
2	Fore Topmast Stay Sails,	90	Hawser	5 1/2	2	Kedge,	
1	Main Sails,	—	Towlines	—			
2	Main Top Sails,	90	Warp	4 1/2			
and <u>well found in other</u>			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.

This is a well built ship, and she is efficiently fitted out



12th Dec 1848

14th Dec 1848

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on plating When last done present time

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 4: - - is received by me,

Special£ 14: 4: 3

Certificate (if required)£ - : 10: 3

Committee's Minute 6th Oct 1848

Character assigned 12 A1



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