

No. 11322 Survey held at Liverpool Date 20 April 1852  
on the Ship Fulcrum Master Thomas Taylor  
Tonnage Old 1028 New 1106 Built at St John When built 1852  
By whom built White Owners Gibbs Bright & Co  
Port belonging to Liverpool Destined Voyage Phillip  
If Surveyed while Building, Afloat, or in Dry Dock in Dry Dock & Afloat

Length aloft	Feet. <u>170</u> Inches. <u>5</u> <u>10</u>	Extreme Breadth	Feet. <u>32</u> Inches. <u></u>	Depth of Hold	Feet. <u>22</u> Inches. <u>5</u> <u>10</u>
<b>Scantlings of Timber.</b>					
Room and Space	Inches. <u>30</u>	Inches. Middle <u>20</u>	Inches. Ends <u></u>	<b>Thickness of Plank.</b>	
Floors.....sided	<u>14-15</u>	Moulded	<u>20</u>	<b>Outside.</b>	<b>Inside.</b>
1st Foothooks.....	<u>13-14</u>	"	<u></u>	Keel to Bilge	Limber Strakes
2nd Ditto.....	<u>13-14</u>	"	<u>13-14</u>	Bilge Planks	Bilge Planks
3rd Ditto.....	<u>12</u>	"	<u>9-12</u>	Bilge to Wales	Ceiling in Flat
Top Timbers	<u>11</u>	"	<u>8</u>	Wales	Ditto Bilge to Clamp
Deck Beams N° <u>29</u>	Average } <u>4 feet 6</u> Space }	<u>16-13</u>	<u>11-12</u>	Short Hoods	Hold Beam Clamps
Hold Beams N° <u>26</u>	Average } <u>4 feet 6</u> Space }	<u>14</u>	<u>14</u>	Topsides	Deck Beam Ditto
Keel	<u>15</u>	"	<u>14</u>	Sheer Strakes	Ceiling 'twixt Decks
Keelsons	<u>16</u>	"	<u>31</u>	Plank Sheers	Hold Beam Shelves
Scarphs of Ditto	<u>6 feet 6</u>	"	<u></u>	Water-Ways	Deck Beam Ditto
				Upper Deck	<u>4</u>

**Size of Bolts in Fastenings, distinguishing whether Copper or Iron.**

Heel-Knee, and Deadwood abaft	Copper <u>Iron</u>	Transoms and throats of Hooks	Copper <u>Iron</u>	Lower Pintle of the Rudder	Copper <u>Iron</u>
Scarphs of Keel.....N°.	<u>Copper</u>	Arms of Hooks	<u>Copper</u>	Hold Beam	<u>Iron</u>
Floor Timber Bolts	<u>Copper</u>	Bolts thro' Bilge & Limber Strakes	<u>Copper</u>	Deck Beam	<u>Iron</u>
Kelson ditto	<u>Copper</u>	Butt End Bolts	<u>Copper</u>		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Blackheart and are free from all defects. The Floors consist of Blackheart & Black Birch The First Foothooks of Blackheart & Black Birch Timber. The Second Foothooks of Blackheart The Third Foothooks of Blackheart The Top Timbers of Blackheart 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 the Gunwale. 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  choaked with  Butt at each end of the chock. The Main Keelson is Pitch Pine and free from all defects. The False Keelson is Pitch Pine The Deck Beams consist of Pitch Pine The Hold Beams of Pitch Pine The Knees of Blackheart

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Black Birch From the above named Height to the Light Water Mark Blackheart & Red Pine From the Light Water Mark to the Wales Blackheart & Red Pine The Wales and Black-strakes are Blackheart The Topsides Blackheart The Sheer-strakes Blackheart and Plank-sheers Blackheart The Water-ways Pitch Pine The Decks Yellow Pine State of Good The Shifts of the Planking are not less than 5-6 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 Pitch Pine the Bilge Planks Pitch Pine & Blackheart The Ceiling, Lower Hold, Blackheart Between Decks Pitch Pine Shelf Pieces None Clamps Pitch Pine

**Fastenings.**—To Hold Beams wood double bedding knees, and 24 pair of iron hanging knees, to 12 pair of which rollers were attached, extending down to take two bolts into the Deck Beams wood double bedding knees and 24 pair of iron hanging knees.

Number of Breasthooks 7 Pointers 10 Crutches one  
Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched.  
Bilge and Limber Strakes Copper bolted through and clenched. Treenails of Loose, but How Made Exposed turned  
General Quality of Workmanship Very Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature \_\_\_\_\_ Surveyor's Signature Hope



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> .				N <sup>o</sup> .	Weight.
2	Fore Sails,	Chain <u>Tested</u>	300 1 1/8 1/4	3	37-0-0 36-0-21 31-2-1
2	Fore Top Sails,	Hempen Stream Cable	90 10 2		
2	Fore Topmast Stay Sails,	Hawser	90 7 2	Stream,	15-0-14
2	Main Sails,	Towlines			
2	Main Top Sails,	Warp	90 5 1/2	Kedge,	1
and <u>well found in other sails</u>		All of <u>Good</u> quality.			

Her Standing and Running Rigging Thump sufficient in size and Good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good

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

*Distings have been left out for the examination of the Timbers of the frame; and Pinnails have been driven out and found to be good. To 2 of the held <sup>beams</sup> are hanging beams cannot be properly put. The black brick floors and first futtocks are in Midship and are confined to within half the length of the hull. The hull is 167 feet.*

*Johnson - 11322.*

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

I am of opinion this Vessel should be Classed A 1

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

Special .....£ 2 : 2 : —

Certificate (if required) .....£ : 10 : —

Committee's Minute 23rd April 1852

Character assigned A 1 for 6 years

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