

No. 11328 Survey held at Liverpool Date March 29 1852  
on the Barque Nimrod Master J. Ellwood  
Tonnage Old New 446 Built at Weyford When built 1851  
By whom built \_\_\_\_\_ Owners C. Bates  
Port belonging to Liverpool Destined Voyage Bombay  
If Surveyed while Building, Afloat, or in Dry Dock Dry Dock Afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
<b>Scantlings of Timber.</b>					
Room and Space	Inches.	Inches.	Inches.	<b>Thickness of Plank.</b>	
Floors	sided	Moulded		<b>Outside.</b>	<b>Inside.</b>
1 <sup>st</sup> Foothooks	"	"		Keel to Bilge	Limber Strakes
2 <sup>nd</sup> Ditto	"	"		Bilge Planks	Bilge Planks
3 <sup>rd</sup> Ditto	"	"		Bilge to Wales	Ceiling in Flat
Top Timbers	"	"		Wales	Ditto Bilge to Clamp
Keel Beams N <sup>o</sup>	Average Space	"	"	Short Hoods	Hold Beam Clamps
Old Beams N <sup>o</sup>	Average Space	"	"	Topsides	Deck Beam Ditto
Keel	"	"	"	Sheer Strakes	Ceiling 'twixt Decks
Keelsons	"	"	"	Plank Sheers	Hold Beam Shelves
Carphs of Ditto	"	"	"	Water-Ways	Deck Beam Ditto
				Upper Deck	

<b>Size of Bolts in Fastenings, distinguishing whether Copper or Iron.</b>							
Keel-Knee, and Deadwood abaft	Copper Inches.	Iron Inches.	Transoms and throats of Hooks	Copper Inches.	Iron Inches.	Lower Pintle of the Rudder	Copper Inches.
Carphs of Keel.....N <sup>o</sup> .			Arms of Hooks			Hold Beam	Iron Inches.
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes			Deck Beam	
Keelson ditto			Butt End Bolts				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, consist of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects. The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_ Timber. The Second Foothooks of \_\_\_\_\_ The Third Foothooks of \_\_\_\_\_ The Top Timbers of \_\_\_\_\_ The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. If not, state how bolted. 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. 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 Keelson is \_\_\_\_\_ and free from all defects. The False Keelson is \_\_\_\_\_ The Deck Beams consist of \_\_\_\_\_ The Hold Beams of \_\_\_\_\_ The Knees of \_\_\_\_\_

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is \_\_\_\_\_ From the above named Height to the Light Water Mark \_\_\_\_\_ From the Light Water Mark to the Wales \_\_\_\_\_ The Wales and Black-strakes are \_\_\_\_\_ The Topsides \_\_\_\_\_ The Sheer-strakes \_\_\_\_\_ and Plank-sheers \_\_\_\_\_ The Water-ways \_\_\_\_\_ The Decks \_\_\_\_\_ State of \_\_\_\_\_ The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ between

**Planking Inside.**—The Limber-strakes are \_\_\_\_\_ the Bilge Planks \_\_\_\_\_ Between Decks \_\_\_\_\_ The Ceiling, Lower Hold, \_\_\_\_\_ Clamps \_\_\_\_\_ Shelf Pieces \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams \_\_\_\_\_ Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_ General Quality of Workmanship \_\_\_\_\_

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

Builder's Signature \_\_\_\_\_

Surveyor's Signature \_\_\_\_\_



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> 2 Subbs

2 Fore Sails,  
2 Fore Top Sails,  
2 Fore Topmast Stay Sails,  
2 Main Sails,  
2 Main Top Sails,  
2 other sails  
and well found in  
other sails

Chain tested  
Hempen Stream Cable 90 9  
Hawser —  
Towlines —  
Warp 90 7  
All of good quality.

Fathoms. Inches.  
240 1 3/4  
90 9  
—  
—  
90 7

N<sup>o</sup>. Weight.  
Bower, 13 23-2  
Stream, 1 7-2  
Kedge, 1 2-2

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

She has One Long Boat and two others

The present state of the Windlass is good Capstan — Rudder good Pumps of iron & good

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

*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*

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

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

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

Special .....£ 1 : 1 : = 3

Certificate (if required) .....£ = : 10 : = 3

Committee's Minute 7 Apr 1852

Character assigned to have the figure 1

Lloyd's Register  
Foundation