

No. 14239 Survey held at Liverpool Date Dec 4 1856
on the Ship McLeod Master L. Galbraith
Tonnage Old New 1365 9/10 Built at Richibucto When built 1856 Launched 1856
By whom built Richibucto Owners Thos. Holderness & Co
Port belonging to Liverpool Destined Voyage Australia
If Surveyed while Building, Afloat, or in Dry Dock By Mr & Afloat

Length aloft	Feet.		Inches.		Extreme Breadth Outside				Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	27	8	SIDED.		MOULDED.		Required		39	11		22		9 1/2				
Scantlings of Timber.	Inches.	Required	Inches.	Required	Inches.	Required	In Ship.	pr Rule	Thickness of Plank.	Inches.	Required	Inches.	Required	Inches.	Required	Inches.	Required	
	In Ship.	pr Rule	In Ship.	pr Rule	In Ship.	pr Rule	In Ship.	pr Rule		In Ship.	pr Rule	In Ship.	pr Rule	In Ship.	pr Rule	In Ship.	pr Rule	
TIMBER AND SPACE	30	3 3/4	-	-	-	-	-	-	Outside.	-	-	-	-	-	-	-	-	
Floors	14	1 1/4	18	-	14	-	-	-	Garboard Strakes	7	4 1/2	Limber Strakes	9	6	-	-		
1st Foothooks	13 1/2	1 3/4	14 1/2	-	-	-	-	-	Garboard to Bilge	6 1/2	4 1/2	Bilge Planks	12 Strakes	9	6	-	-	
2nd Ditto	13	1 2/3	13 1/2	-	-	-	-	-	Bilge Planks	6 1/2	4 1/2	Ceiling in Flat	6	4	-	-		
3rd Ditto	12	1 1/3	12	-	-	-	-	-	Bilge to Wales	6	4 1/2	Ditto Bilge to Clamp	8	4	-	-		
Top Timbers	11 1/2	1 1/2	-	8 1/2	-	7 3/4	-	-	Wales	6	6	Hold Beam Clamps	10	5 1/2	-	-		
Deck { N° 37	Average } 4" 8	14 1/2	10 1/2	14 1/2	10 1/2	14 1/2	10 1/2	14 1/2	Topsides	5 1/2	4 3/4	Deck Beam Ditto	10	4 3/4	-	-		
Beams }									15	14 1/2	15	14 1/2	15	14 1/2	15	14 1/2	Sheer Strakes	5 1/2
Deck Beams, length amidships	36	-	-	-	-	-	-	-	Plank Sheers	6 1/2	4	Deck Beam Ditto	-	-	-	-		
Hold { N° 32	Average } 4" 10	15	14 1/2	15	14 1/2	15	14 1/2	15	Water - Upper Deck	14 1/2	9 1/2	-	-	-	-	-		
Beams }									17	17	42	-	17	-	Ways - Lower Deck	-	-	-
Hold Beams, length amidships	36 1/2	-	-	-	-	-	-	-	Upper Deck	4 1/2	4	-	-	-	-	-		
Keel	14	16	16	-	16	-	-	-	-	-	-	-	-	-	-	-		
Scarp of Ditto	7 1/2	-	6 9	-	-	-	-	-	-	-	-	-	-	-	-	-		
Keelsons	3 heights	17	17	42	-	17	-	-	-	-	-	-	-	-	-	-		
Scarp of Ditto	6" 10	-	6 9	-	-	-	-	-	-	-	-	-	-	-	-	-		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper	Iron	Inches required per Rule		Copper	Iron	Inches required per Rule		Inches per Rule
				<i>* below the Rabbet being a double Rail in depth</i>				Waterway ..	<i>u</i>
Heel-Knee, and Deadwood abaft	<i>Iron</i>	<i>u</i>		Transoms and throats of Hooks ..	<i>Iron</i>			Hold Beam Bolts in Knees	<i>Iron</i>
Scarp of Keel.....N ^o <i>Hat</i>	<i>Iron</i>	<i>u</i>		Arms of Hooks	<i>Iron</i>			Shelf for Clamp	<i>Iron</i>
Keelson Bolts through Keel at each Floor	<i>Iron</i>	<i>u</i>		Bolts thro' Bilge & Limber Strakes or Thickstuff over Double Floors }	<i>Iron</i>			Waterway ..	<i>Iron</i>
Bolts through Heels of Timbers against Deadwood	<i>not seen</i>	<i>u</i>		Butt End Bolts	<i>Iron</i>	<i>Copper</i>		Deck Beam Bolts in Knees	<i>Iron</i>
				Pintles of the Rudder	<i>33/4</i>	<i>3 1/2</i>		Shelf for Clamp	<i>Iron</i>
								Nails or Bolts in Flat of Deck	<i>Iron</i>
								TreenailsInches	<i>1 3/8</i>

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 .	Weight.
2	Fore Sails,		Chain <u>Antelope</u>	300	2 1/2	Bower,	3 42-0-0
2	Fore Top Sails,		Hempen Stream Cable	90	1 3/4		39-0-0
2	Fore Topmast Stay Sails,		Hawser	60	1		35-0-0
2	Main Sails,		Towlines	90	10 1/2	Stream,	1 12-0-0
2	Main Top Sails,		Warp	90	9		
and	Others well found		All of <u>good</u> quality.			Kedge,	3 7-8-0
							4-0-0
							3-0-0

Her Standing and Running Rigging (Left) are sufficient in size and good in quality.

She has one Long Boat and 5 others

The present state of the Windlass is good (3 Capstans good Rudder good Pumps 2 Patent & 2 Common all Metal.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed	
2nd. When the Beams are put in, &c.	
3rd. { When completed, and before the plank be painted or payed }	<u>Payed & Painted.</u>

At this time listings have been cut out at the first futtock heads on both sides fore and aft. Others were left out above when built. & Stuenails have been driven out and found good. A great number of additional through bolts (Iron) have been put in from the lower hold clamps downward, also dump with in the ceiling.

The Hold Beams are wider spaced than allowed by the Rules but they are well secured with fixed Stanchions in the middle. New Main Piece of Rudder F. Oak. The Rudder & hanging knees are Betley Patent Grooved Iron. The bolts from 14 to 10 apart, or nearly twice the number of bolts ^{required} ~~allowed~~ by the Rules. 13 Pairs of the hanging knees between decks are Staple Standard.

The owner states this vessel was built in 1855, finished & launched in 1856 we therefore recommend her to the full period of class as under. See letter annexed.

Wood sheathed on felt for protection from the keel to nearly top of masts, fastened with copper nails. buildings Not Surveyed when built. 25/8/56

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done Present time

I am of opinion this Vessel should be Classed 4 A.1

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

Special£ 8 : 8 :

Certificate£ 5 : 5 :

Committee's Minute 9th Dec 1856

Character assigned A for 3 Years

Genl Com^r Minute
8 January 1857
Raised to 40

Sen^r Martindale
& Wimshurst

Genl Com^r Minute
15 Dec 1856
Classing conform

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