

No. 1692 Survey held at Liverpool Date from 4 March 1858 to 14 Oct. 1859
on the Ship Geologist now "McClellan" Master Mr. Clark
Tonnage Old 845 1/2 Built at Liverpool When built 1859 Launched 30 Aug.
By whom built Chaloner Hunt & Sonnet Owners Thos & Co. Harrison
Port belonging to Liverpool Destined Voyage Calcutta 1692

10/15 If Surveyed while Building, Afloat, or in Dry Dock Whilst Building Specially

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	164	6		33	4		21	7
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
Timber and Space			Garboard Strakes			Limber Strakes		
Floors	14 1/2	15	14	14		6 1/2	5	
1st Foothooks	12 1/2	12 1/2	12 1/2	12 1/2		5 1/2	5	
2nd Ditto	12 1/2	12 1/2	11 1/2	11 1/2		4 1/2	3 1/2	
3rd Ditto	10 1/2	9 1/2	10 1/2	9		3 3/4	3 1/2	
Top Timbers	12 1/2	8 1/2	9 3/4	8		Hold Beam Clamps	9 1/2	5
Deck } No 28 Average Space } 4 1/8	10 1/2	10 1/2	9 1/2	9 1/2		Deck Beam Ditto	8 1/2	4 1/4
Deck Beams, length amidships	30 7	"	"	"		Ceiling 'twixt Decks	3	2 3/4
Hold } No 25 Average Space } 4 1/6	15 1/4	13 1/4	13 1/4	13 1/4		Hold Beam Shelves	"	"
Hold Beams, length amidships	31 0	"	"	"		Deck Beam Ditto	"	"
Keel	15	15	15	15				
Scarphs of Ditto	6 8	"	6 3	"				
Keelsons	17 1/2	17 1/2	16	16				
Scarphs of Ditto	7 6	"	6 3	"				

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

Heel-Knee, and Deadwood abaft	Copper	Inches required per Rule	Transoms and throats of Hooks	Copper	Inches required per Rule	Hold Beam Bolts in	Waterway	Copper	Inches required per Rule
Scarphs of Keel	13 1/8	13 1/8	Arms of Hooks	1 1/4	1 1/4	Knees	1 1/6	1 1/6	1 1/6
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/6	1 1/6	Shelf or Clamp	1 1/6	1 1/6	1 1/6
Bolts through Heels of Timbers against Deadwood	1	1	Butt End Bolts	1 1/6	1 1/6	Waterway	1	1	1
			Pintles of the Rudder	3 1/2	3 1/2	Knees	1	1	1
						Shelf or Clamp	1	1	1
						Nails or Bolts in Flat of Deck	1/2	1/2	1/2
						Treenails	1 1/8	1 1/8	1 1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 1/2 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 5 ft N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are also good

The Frame is well squared from the First Foothook Heads upwards, and well from sap. from thence downwards, the frame is also very good

The alternate Frames are all bolted together to the Gunwale. 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. or 1/4 of the entire moulding at that place.

The Frame is cross chocked with or Butt at each end of the chock. The Main piece of Rudder is Eng Oak

The Main Keelson is Greenheart and is free from all defects. The Main piece of Windlass is Eng Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of Am Elm 18 inch and are free from all defects.

The Deck and Hold Beams consist of East Indian teak The Breasthooks of English Oak The Knees of Am & Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Am Oak Elm & Greenheart

From the above named Height to the Light Water Mark Green heart & East Indian Teak

From the Light Water Mark to the Wales Green heart & East Indian Teak

The Wales and Black-strakes are Green heart & East Indian Teak The Topsides Green heart & East Indian Teak

The Sheer-strakes and Plank-sheers Green heart & East Indian Teak The Water-ways { Upper Deck East Indian teak & Eng Oak

The Decks Yellow Pine Lower Deck Green heart

The Shifts of the Planking are not less than 5 1/2 Feet Inches. State of good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

The Planking is wrought thence between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Green heart

The Ceiling, Lower Hold, and between Decks Green heart and Clamps Green heart

Fastenings.—To Hold Beams 14 pair of iron Pins running from hold beam to deck beam

17 pair of iron Pins running from hold beam to deck beam

Deck Beams 17 pair of iron Pins running from hold beam to deck beam

Number of Breasthooks 7 Pointers 4 Crutches 2

Butts End Bolts are of Yellow M in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Yellow M bolted through and clenched. Treenails of Lowest Eng Oak How Made as per Rule

Thickstuff over Double Floors Yellow M bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Chaloner Hunt & Sonnet

Surveyor's Signature J. W. M. M. M.

Lloyd's Register Foundation

LIV 584-0155

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.
	Fore Sails	Admiralty			
	Fore Top Sails,	Chain	360	1 1/2	Bower,
	Fore Topmast Stay Sails,	Hempen Stream Cable	90	1 1/2	Stream,
	Main Sails,	Hawser	90	9	Kedge,
	Main Top Sails,	Towlines	90	6	
	and	Warp			
		All of good quality.			
Her Standing and Running Rigging is <i>in Main Standard</i> sufficient in size and <i>good</i> in quality.					
She has <i>One</i> Long Boat and <i>Three</i> others					
The present state of the Windlass is <i>good</i> Capstan <i>good</i> Rudder <i>good</i> Pumps <i>good metal</i>					

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	} at various times While building & several times since Launching.
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the plank be painted or payed }	

Present condition of Cankling of Bottom, good Deck, good and Waterways good
If Sheathed, Doubled, Felted, or Coppered up on felt When last done present time
I am of opinion this Vessel should be Classed 1341

The Amount of the Fee.....£ 2 : 0 : 0 is received by me

Special£ 42: 10: 0
Certificate£ 10: 0: 0

Committee's Minute 25th October 1859

Character assigned Δ 1 for 13 years

Let Mel 9/9/87.

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