

8 1/2 x 1 1/2
Copper
The frame is also filled in solid from the light water mark to the top of the keel.

No. 18932 Survey held at Liverpool Date June 6 1850
on the Ship "Proserpine" Master J. D. Hill
Tonnage Old New 1003 3/4 Built at Plymouth When built 1830 Launched 1830
By whom built W. M. Government Owners E. J. Crocker & Co.
Port belonging to Liverpool Destined Voyage Bombay
If Surveyed while Building, Afloat, or in Dry Dock Sancti Anny No. 1002 and Afloat.

Length aloft			Extreme Breadth Outside			Depth of Hold to Top of Deck			Thickness of Plank to upper Deck		
157 9/10			39 7/10			20 8/10			2 5/10		
Scantlings of Timber.			Outside.			Inside.					
Timber and Space			Garboard Strakes			Lumber Strakes					
Floors	13	14	13	14 1/4	14 1/4	12 3/4	Garboard to Bilge	4 1/2	4 1/2	Bilge Planks	6
1st Footboards	12 1/2	13	12	12 3/4	12 3/4	11 3/4	Bilge Planks	4 1/2	4 1/2	Ceiling in Flat	none
2nd Ditto	12	12	11	11 3/4	11 3/4	10 3/4	Bilge to Wales	4 1/2	4 1/2	Ditto Bilge to Clamp	6
3rd Ditto	10 1/2	11	10 1/2	10 3/4	10 3/4	9 3/4	Wales	4 1/2	4 1/2	Hold Beam Clamps	5
Top Timbers	8 3/4	8	8	10	10	8 1/2	Topsides	4 1/2	4 1/2	Deck Beam Ditto	4
Deck Beams	9 1/2	7	7	10 1/4	10 1/4	8 1/2	Sheer Strakes	4 1/2	4 1/2	Ceiling 'twixt Decks	10
Deck Beams, length amidships	35 1/2	11 1/2	11 1/2	10 1/4	10 1/4	8 1/2	Plank Sheers	4	4	Hold Beam Shelves	13 x 8
Hold Beams	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	8 3/4	Water Upper Deck	10 x 8	11 1/2 x 7 1/2	Deck Beam Ditto	13 x 8
Hold Beams, length amidships	37 1/2	15 1/2	12 1/2	15 1/2	15 1/2	15 1/2	Ways Lower Deck	14 x 10	12 1/2 x 7 1/2		
Keel	15 1/2	12 1/2	12 1/2	15 1/2	15 1/2	15 1/2	Ditto, facing surface	The whole	Agate		
Scarp of Ditto	5 1/2	5	5	6 1/2	6 1/2	6 1/2	Upper Deck	3	3 1/2		
Keelsons	14 1/2	15	15	16 1/2	16 1/2	16 1/2					
Scarp of Ditto	5 1/2	5	5	6 1/2	6 1/2	6 1/2					

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron, also of Treenails.											
Heel-Knee, & Deadwood abait			Transoms and throats of Hooks			Hold Beam			Waterway		
Scarp of Keel	3/8	1/8	3/8	1/8	1/8	Bolts in	1/8	1/8	Knees	1/8	1/8
Keelson Bolts through Keel	1/8	1/8	Arms of Hooks	1/8	1/8	Deck Beam	1/8	1/8	Shelf or Clamp	1/8	1/8
at each Floor	1/8	1/8	Thro' Bilge & Limber Strakes	1	1	Bolts in	1/8	1/8	Knees	1/8	1/8
Bolts thro' Heels of Timbers	1/8	1/8	Thickstuff over Double Floors	1	1	Nails or Bolts in Flat of Deck	1/8	1/8	Shelf or Clamp	1/8	1/8
against Deadwood	1/8	1/8	Butt End Bolts	1	1	Treenails	1/8	1/8			
			Pintles of the Rudder	3/4	3/4						

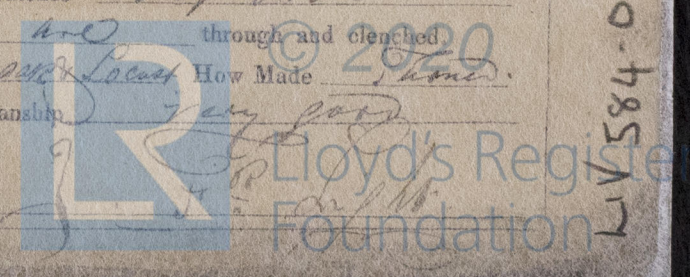
Timbering.—The Space between the Floor Timbers and Lower Footboards is 2 1/2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.
The Floors consist of English Oak The First Footboards of English Oak
The Second Footboards of English Oak The Third Footboards and Top Timbers of English Oak
The Shifts of the First and Second Footboards are not less than 2 1/2 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are where seen about 2 1/2
The Frame is well squared from the First Footboard Heads upwards, and very free from sap, and from thence downwards, the frame is square and free from sap.

The Frames are bolted together to the Gunwale. where seen. N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1/4 of the entire moulding at that place.
The Frame is not chocked with Butt at each end of the chock. The Main piece of Rudder is Shore of Windlass is English Oak
The Keel is English Elm The Main Keelson is African Oak and the ends of English Oak free from all defects.
The Stern and Stern Post of English Oak appropriate part of Green has The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, & not seen and are free from all defects.

The Deck and Hold Beams of English Oak some of The Breastboards of English Oak The Knees of Iron.
Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is English Elm and (Dutch Oak).
From the above named Height to the Light Water Mark Dutch Oak and part English Oak
From the Light Water Mark to the Wales English Oak
The Wales and Black-strakes are English Oak The Topsides & Sheer-strakes English Oak One stroke is Topsides of Green Oak
The Spirketting and Plank-sheers English Oak The Water-ways Upper Deck and sides of E. Oak
The Decks of English Oak and part of Green Oak State of very good.
The Shifts of the Planking are not less than 6 Feet 10 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 True between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak.
The Ceiling, Lower Hold, and between Decks (see sketch) English Oak Shelf Pieces and Clamps English Oak
Fastenings.—To Hold Beams as described in sketch and the main deck beams by a hanging brace with horns at each end to every beam.
Deck Beams by iron hanging braces to each beam.

Number of Breastboards 40 of Iron Pointers none Crutches 2 of Iron
Butt End Bolts are of Copper in the Bottom: two Bolts in each Butt End and through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made none.
Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship very good.
We certify that the above is a correct description of the several particulars therein given
Builder's Signature _____ Surveyor's Signature _____



LV584-0347

The Owner is anxious to have the vessel cleared without the payment of the fee (11) & consequently of the duty & paying the duties & charges to be reported to the Customs.

Discharge 1864

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. now new.

She has SAILS.		CABLES, &c.	ANCHORS, and their weights.	
No.			Fathoms.	Weight.
	Fore Sails,	Chain		Bower,
	Fore Top Sails,	Hempen Stream Cable		
	Fore Topmast Stay Sails,	Hawser		Stream,
	Main Sails,	Towlines		
	Main Top Sails,	Warp		Kedge,
and		All of <u> </u> quality.		

Her Standing and Running Rigging of wire & Hemp sufficient in size and good in quality.

She has One Long Boat and Three others

The present state of the Windlass is good Capstan Iron Rudder good Pumps of Iron Wilson's patent.
now new.

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.	<u>Not built under Survey</u>
	3rd. { When completed, and before the plank be painted or payed }	

Now done for Classing. The vessel scraped bright from the metal line squared including the planks sheers and waterways, a large number of bolts and ironails driven out for survey. Found the yellow-metal remained on the upper Courses when the order was left for survey, part of which has since been taken off for an examination of planks and fastenings. (please see Committee's letter ^{10th June 1864} to Owners on the subject.) A strake of plank on both sides taken out of the top sides at the middle of the main-deck ports also planks out of each buttock (frame fully exposed in the hold as will be seen by the sketch of midship section) beam and bower. Windlass now new, and in all other respects the Rule Sec^o 50 & 60 part 2nd fully attended to and the following repairs now done, viz. One strake of topside plank on both sides renewed of Greenheart passing over the main-deck ports, above & below it filled in with English oak and Greenheart and bolted in, also a centre timber fitted in each part of E. side and in some cases two, in order to support the same, and well bolted. Waist gratings now removed and the upper-deck made complete in way of the frame with red pine also red pine Chockings fitted below to support the deck between the beams. Upper part of stem post secured with Greenheart to extend it to wing-deck, and new of mahogany. This vessel being an old 6th frigate on Sir Robt. Seppings plan her stem is nearly perpendicular, ports being carried round the circular section of the stem and the round head entirely outside, and in order to modernize her a solid counter of American oak has been fitted and rafter stem timbers of tractmate stepped into the same with iron knees at the heels, planing to 11th of American oak, a deck house fitted up and a raised deck at the wings and above the house. The deck passes over the old stem cut down about 18" for extending it to new stem. Several planks of old stem and buttocks renewed of English oak, all filling taken out below hold beams and the bowsprit lifted, new house spars leading to upper deck, windlass & Bitts with Cranes renewed, all spars and rigging new. Chopped from deal upwards and yellow metal on thorn paper.

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

If Sheathed, Doubled, Felted, or Coppered yellow-metal on tinned paper When last done now done.

we are of opinion this Vessel should be Classed 12-A as an Original Classification and A is Red with 3 5/64 years

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ 21 : 0 : 0 29/64 Rm

Certificate£ : : 5 : 0

Committee's Minute April 9th Sept 1864

Character Assigned A - Red 3 5/64 years

Genl Commr 15 Sept 1864

Classed confirmed

