

No. 1119 Port of London Date 13<sup>th</sup> June 1885  
Survey of the Ship Gussarah Macehead Master Moncrief  
Tonnage 531 Owners Bruce Port belonging to London  
By whom built \_\_\_\_\_ Where built Calcutta When built 1818  
Destined Voyage Madras

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Outside.		Inside.	
Length of Keel.....				Bilge to Wales.....		Ceiling below Hold Beams ...	<u>4</u>
Rake of Stem .....				Short Hoods .....		<u>Shelf</u> 4	<u>5</u>
D° of Stern Post.....				Bilge Planks .....		Clamps and Bilge Planks.....	
Extreme Breadth .....				Bilge to Keel .....		<u>Clamps</u>	
				Wales .....		Upper Deck Planks and	<u>3 1/2</u>
				Topsides .....		Spirketting .....	<u>6</u>
				Plank Shears.....		<u>Shelf</u>	<u>3</u>
						'Twist Deck Ceiling.....	

  

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each .....	<u>2 1/2</u>		
Floors in the middle .....		<u>10</u>	
_____ at the ends .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Frame .....			
Top Timbers .....			
Deck Beams middle .....		<u>9</u>	<u>7</u>
<u>lower Deck</u> at the ends .....		<u>13</u>	<u>11</u>
_____ Knees to d° <u>are from humping to each</u>			
Keel, N°. Lengths .....		<u>13</u>	<u>15</u>
Main Kelson .....			
Scarpers at Kelson .....			

  

Decks.	
Thickness.....	Water Ways.....

  

Bolts.	
Inches.	Inches.
Keel Knee and Dead Wood }	Butt Bolts.....
abaft .....	Hold Beam Bolts .....
Scarp of the Keel .....	Hooks forward at throat .....
Kelson Bolts .....	Hooks forward at arms.....
Bolts thro' the Bilge and Foot }	Transoms .....
Waling .....	Lower Pintle of the Rudder ..

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this \_\_\_\_\_ day of \_\_\_\_\_

Builder's Name \_\_\_\_\_  
Surveyor's Name \_\_\_\_\_

Masts, Yards, &c.			Sails.	
	Sort Wood	Length, &c.	N°.	Nos.
Bowsprit .....	<u>Teak</u>			
Foremast .....	<u>do</u>			
Topmast .....	<u>Pine</u>			
Fore Yard .....	<u>do</u>			
Main Mast .....	<u>Teak</u>	<u>all paper</u>		
Main Top Mast .....	<u>Pine</u>	<u>lengths good</u>		
Main Yard .....	<u>do</u>	<u>condition</u>		
Mizen Mast .....	<u>do</u>	<u>2 Teak Pumps</u>		

  

Cables, Cordage, &c.			Anchors.		Boats.	
	Fathoms.	Inches.	Nos.		Number and Description.	
Cables, Hemp .....						
D° Iron.....	<u>Two</u>	<u>250</u>	<u>3</u>	Bower		
Hawser.....	<u>One</u>	<u>100</u>	<u>1</u>	Stream	<u>1 long</u>	
Towlines .....	<u>Chambrum</u>	<u>90</u>	<u>1</u>	Kedge	<u>1 ship</u>	
1 <sup>st</sup> Warp .....	<u>One</u>	<u>200</u>			<u>1 long</u>	
2 <sup>nd</sup> D° .....						

  

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } yes

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

Owner's Name \_\_\_\_\_  
Nautical Surveyor's Name Tommy



## SURVEYOR'S REMARKS.

**Timbering.** is East India Teak of good quality well —  
**The Quality,** squared good workmanship  
**Squaring, and**  
**Workmanship.**

**Planking.** East India Teak — of good quality and  
**Outside and Inside** well wrought  
**Quality, Edging,**  
**and Workmanship.**

**Fastenings.** was Originally wholly Iron fastened but has  
**If Sheathed,** Subsequently in 1833 had a considerable —  
**Doubled, or** quantity of Copper fastenings driven in — is —  
**Felted.** well secured forward with good stoppings there  
 and has pointers & bratch aft — & is now well fastened at  
 her beam ends having had 16 pairs of additional Iron  
**Repairs.** Nails put in in the present month — Doubled with  
 3 inch Starbuck from Keel to upper course — the upper  
 course holes & as high as the stroke through  
 which the channel fastenings go — is doubled with  
 Oak — the bottom Doubling is properly fastened with  
 Iron nails & butt bolts all driven through — & felt under  
 with <sup>1833</sup> Coppered 1835

**General Observations** this ship has repairs including the doubling  
**and Opinion as** & more particularly in her fastenings in  
**required by the** 1833 that cost about £2000 — is now in an  
**Instructions.** efficient state of repair & fit for the conveyance of  
 dry & perishable cargoes & should be approved.

Surveyor on Dry Dock

The Amount of the Fee, £ 3 : 3 : 0 is received by me. at the office

Committee Member 2 February 1835

Character Assigned E. 1.

Appd.

CS Smith



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