

No. 2229 Survey held at LondonDate 26<sup>th</sup> Feb1836on the Schooner MurphyMaster CasensTonnage 109Built at Dept of WorksWhen built 1823By whom built WhiteOwners R Wilson & SonsPort belonging to LondonDestined Voyage RotterdamIf Surveyed Afloat or in Dry Dock afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

## Scantlings of Timber.

	inches	inches	inches
Timber and Space..... each	22		
Floors..... sided	9 1/2	Moulded	
1 <sup>st</sup> Foothooks.....	8 1/2		
2 <sup>nd</sup> Ditto.....			
3 <sup>rd</sup> Ditto.....			
Top Timbers.....			
Deck Beams..... Number of	9	8 1/2	
Hold Beams..... Do. Do.			
Keel.....			
Kelsons.....	10 1/2	12 1	

## Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	3 3
Bilge to Wales.....		Ceiling in Flat.....	2
Wales.....		Ditto Bilge to Clamp.....	2
Topsides.....		Hold Beam Clamps.....	
Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	1 3
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	6	Hold Beam Shelves.....	1
Upper Deck.....	2 1/2	Deck Beam ditto.....	1

## Size of Bolts in Fastenings.

Copper.	inches.	Copper.	inches.	Iron.	inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarp of Keel..... No.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are \_\_\_\_\_ free from all defects. when seen

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of do do

Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

The Frame is with squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together.

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 Kelson is composed of English Oak and the False Kelson of the same

The Scarphs of the Kelsons are not less than 4 feet 0 inches.

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_

The Gunwales of \_\_\_\_\_

Water-ways of \_\_\_\_\_

The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 between.

**Planking Inside.**—The Clamps are composed of English Oak the Stringers of \_\_\_\_\_

The Bilge Planks of English Oak and the remainder of the Ceiling of the same

**Fastenings.**—To Hold Beams

Deck Beams \_\_\_\_\_

Number of Breasthooks 3

Pointers none

Crutches none

Butts End Bolts are of Copper in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship good

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

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

Surveyor's Name Comins



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2229 Jan

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

She has SAILS. Musket

CABLES, &c.

ANCHORS.

N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,	160	Chain .....	2 Bower,
Fore Top Sails,	90	Hempen Stream Cable.....	1 Stream,
Fore Topmast Stay Sails,	90	Hawser .....	1 Kedge,
Main Sails,	100	Towlines .....	All of proper weight.
Main Top Sails,	160	Warp .....	
and		All of <u>good</u> quality.	

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and good in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

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

*Appears a well built vessel, is still in efficient condition,  
no appearance of decay, fastenings firm &c., and is well  
found in stores,*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed A, 1

The Amount of the Fee..... £ 10 : 6 is received by me, PC

Committee Minute 23 February 1836

Character assigned A, 1



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