

No. 4322 Port of London Date 26th April 18 74
 Survey of the Ship Boyne Master J. P. Brown
 Tonnage 619 Owners Theater Port belonging to London
 By whom built — Where built Calcutta When built 1817
 Destined Voyage Bombay

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold			
Rake of Stem				Lower Hold			
Do of Stern Post.....				Between Decks			
Extreme Breadth							

Scantling of Timber.				Outside.		Inside.	
Inches.		Sided	Moulded	Inches.		Inches.	
		Inches.	Inches.				
Timber and Space, each.....	28			Bilge to Wales		Ceiling below Hold Beams.....	3
Floors in the middle				Short Hoods		Clamps and Bilge Planks.....	4 1/2
— at the ends				Bilge Planks		Upper Deck Clamps and	
1 st Foothooks				Bilge to Keel		Spirketting	
2 nd Foothooks				Wales		Twixt Deck Ceiling.....	3
3 rd Foothooks		10	10	Topsides			
Top Timbers		8	8	Shear Strake			
Deck Beams.....Middle.....		12	8	Plank Shears.....			
— at the Ends..							
— Knees							
Hold Beams.....Middle.....		13	11 1/2				
— at the Ends..							
— Knees							
Main Kelson							
Scarp of KelsonLength							

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

Bolts.	
Inches.	
Heel, Knee, and Dead Wood } abaft	Butt Bolts.....
Scarp of the Keel	Hold Beam Bolts.....
Kelson Bolts	Hooks forward at throat
Bolts thro' the Bilge and Foot } Waling	Hooks forward at arms.....
	Transoms
	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.	
Quality of Wood.	Length, &c.
Bowsprit	
Foremast	
Main Mast	
Mizen Mast	

Sails.	
No.	Nos.
Fore Topmast Stay Sails.....	
Fore Sail	
Fore Topsails	
Main Sails	
Main Top Sails.....	
And is generally well } found in other sails. }	

Cables, Cordage, &c.	
Fathoms.	Inches.
Cables, Hemp	
Do Iron.....	
Hawser.....	
Towlines	
1 st Warp	
2 nd D°	

Anchors.		Boats.	
No.		Number and Description.	
3	Bower		
1	Stream		
1	Kedge		

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

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

Owner's Name

Nautical Surveyor's Name

SURVEYOR'S REMARKS.

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

Planking. is of East India Teak of good quality and
Outside and Inside
Quality, Edging,
and Workmanship.

Fastenings. are of Iron, the lower deck beams are secured by
If Sheathed, being laid on shelf and Iron hanging knees
Doubled, or The upper deck beams are laid on shelf & has Iron hanging
Felted. knees—The Orlop deck beams 5 in number are secured by Iron
Knees—Secured at the bows with sufficient number of
Hooks and at the stern by 4 Pintles & 2 Crutches
Repairs. Sheathed with wood and felt 1829 Sheathed with
copper 1833

had some repairs in 1827 the particulars of which does
not transpire—

General Observations
and Opinion as
required by the
Instructions.

This is a strong built Ship appears in general
good condition had not worked at either
of the decks— is principally fastened with
Iron and at her age it may be apprehended that her
fastenings is affected by her Copper Sheathing
as far as can be seen all is in good condition is fit
for the conveyance of dry & perishable Cargoes & in my
opinion should be classed *Fit*—
Surveyed afloat

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

Committee Minute _____ 183 _____

Character assigned *See annexed Survey*



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