

No. 363 Survey held at LONDON Date 12 April 18 39 5183
on the Barque Newfordshire Master A Chapman
Tonnage 1354 Built at Bombay When built 1813
By whom built - Owners Chapman Mangles Price & Co
Port belonging to LONDON Destined Voyage -
If Surveyed Afloat or in Dry Dock by block & afloat

Length aloft.....		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
Scantlings of Timber.											
Timber and Space.....	each	30		Inches.		Inches.		Inches.			
Floors.....	sided	14 1/2	Moulded	2 1/2							
1 st Foothooks.....	"	12	"								
2 nd Ditto.....	"	"	"								
3 rd Ditto.....	"	"	"								
Top Timbers		9	"								
Deck Beams.....	Number of	40		10		9					
Hold Beams.....	Do. do.	24		13		12					
Keel <u>Clamp Block</u>		12 1/2		14 1/2		13					
Kelsons		9		18 1/2		16 1/2					
<u>2 Sister Kelsons</u>											
Thickness of Plank.											
Outside.						Inside.					
Keel to Bilge						Foot Waling.....					
Bilge Planks						Bilge Planks.....					
Bilge to Wales						Ceiling in Flat					
Wales						Ditto Bilge to Clamp					
Topsides						Hold Beam Clamps.....					
Sheer Strakes						Deck Beam Ditto.....					
Plank Sheers.....						Ceiling 'twixt Decks.....					
Water-ways						Hold Beam Shelves					
Upper Deck						Deck Beam ditto					
Size of Bolts in Fastenings.											
Copper.				Copper.				Iron.			
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling.....				Hold Beam.....			
Scarp of Keel.....				Butt End Bolts				Deck Beam			
Floor Timber Bolts.....				Lower Pintle of the Rudder				<u>Clamp Block Copper</u>			
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 E I Teak and are free from all defects. where seen

Her Floors and first Foothooks are composed of E I Teak Timber.

Her other Foothooks and Top Timbers of do 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 well squared from the first Foothook Heads upwards, and is 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 E I Teak and the False Kelson of -

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

The Deck and Hold Beams are composed of E I Teak each beam in one piece

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 - Stated to be E I Teak

From the Light Water Mark to the Wales of -

The Wales and Black-strakes are of -

The Topsides of -

The Sheer-strakes of - Decks, and state of, E I Teak

The Gunwales of - Water-ways of -

The Shifts of the Planking are not less than 6 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 three between the Stringers of -

Planking Inside.—The Clamps are composed of E I Teak

The Bilge Planks of E I Teak and the remainder of the Ceiling of the same

Fastenings.—To Hold Beams one wood lodging of the IHR to the beam of 2 IHR to the other

Lower deck beams do do do do do do

Deck Beams do do do do do do 2 IHR to the other

Number of Breasthooks Nine Pointers Four Crutches Two

Butts End Bolts are of copper in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Footwaling copper 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 London



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5183 *Lon*Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length. *Teak & Ron*

She has SAILS. <i>Three</i>		CABLES, &c.		ANCHORS.	
N ^o .	<i>Suits on of which</i>		Inches.	N ^o .	
Fore Sails,	<i>new</i>	320	Chain	2	2 Bower, & <i>will have another</i>
Fore Top Sails,			Hempen Stream Cable.....	1	Stream,
Fore Topmast Stay Sails,		120	Hawser	2	Kedge,
Main Sails,			Towlines		All of proper weight.
Main Top Sails,			Warp		
and			All of <i>good</i> quality.		

Her Standing and Running Rigging is *Chain Steam* sufficient in size and *good* in quality.She has *Main Rigging new* Long Boat and *Three others*The present state of the Windlass is *Capstan* *lately overhauled* and Rudder *good* 2 tellers**General Remarks—Statement and Date of Repairs.**

1838 Clocked at Calcutta Stripped, hollow, Wales stopsides, caulked, bottom Churnam, sheathed with Inch Sheathing, and coppered up to the wales, the wales doubled with 1 1/2 inch teak, and the ship generally overhauled.

She is a remarkably strong & substantial built ship, constructed of large scantlings and abundantly fastened.

Thoroughly copper bolted both in the planking and frame, Hooks, knees, Nelsons, transoms &c, below the lower deck, appears perfectly firm and secure on all her fastenings. The copper is good & smooth and

no appearance whatever of straining, and ^{the} is in the most efficient condition, fit for the conveyance of dry and perishable cargoes, to & from, all parts of the world, and should be classed. *† A1*

If Sheathed, Doubled, or Felted, *Churnam Sheathed with wood & copper*and Date when last done *1838*And *Three* of opinion this Vessel should be Classed *† A1*The Amount of the Fee.....£ 3 : 3 : - is received by me, *Fourtenay*Committee Minute *30th April* 1839Character assigned *† A1* As *best*

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Foundation*Miss Chapman*