

*5990

No. _____ Survey held at London Date Nov 4 Dec 7 1839
on the Bk Louisa Master Pitt
306 Tonnage 242 Built at Calcutta When built 1824
By whom built _____ Owners Smith & Co
Port belonging to Calcutta Destined Voyage Sydney
If Surveyed Afloat or in Dry Dock in the Dry Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Timber and Space	each	Inches.	Inches. Middle Ends	Thickness of Plank.	
Floors	sided	9 1/2	Moulded 10 1/2	Outside.	Inside.
1st Foothooks	"	10 1/2	"	Keel to Bilge	Foot Waling
2nd Ditto	"	"	"	Bilge Planks	Bilge Planks
3rd Ditto	"	"	"	Bilge to Wales	Ceiling in Flat
Top Timbers	"	7	6	Wales	Ditto Bilge to Clamp
Deck Beams	N° of 48 feet	8	6 1/2	Topsides	Hold Beam Clamps
Hold Beams	N° of "	8	8	Sheer Strakes	Deck Beam Ditto
Keel	"	"	"	Plank Sheers	Ceiling 'twixt Decks
Kelsons	"	12	9	Water-Ways	Hold Beam Shelves
Size of Bolts in Fastenings.				Upper Deck	Deck Beam Ditto
Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel	N°.	Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder		same in Iron above the Copper	
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 3/4 Inches. The Stem, Stern Post, are composed of Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Teak and are free from all defects.
The Floors and first Foothooks are composed of Teak Timber.
The other Foothooks and Top Timbers of Teak
The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, 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. N. B. If not, state how bolted.
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 Teak and the False Kelson of _____
The Scarphs of the Kelsons are not less than six feet _____ inches.
The Deck and Hold Beams are composed of Teak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Teak
From the first Foothook Heads to the Light Water Mark of Teak
From the Light Water Mark to the Wales of ditto
The Wales and Black-strakes are of ditto The Topsides of Australian Oak
The Sheer-strakes and Plank-sheers of Australian Oak The Water-ways of _____
The Decks of 2 Teak State of good
The Shifts of the Planking are not less than three Feet six 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 Two & three between

Planking Inside.—The Limber-strakes are composed of Teak the Bilge Planks of Teak
The Ceiling, Lower Hold, of Teak Between Decks of _____
Shelf Pieces of _____ Clamps of Teak

Fastenings.—To Hold Beams secured with one hanging Iron Knee
Deck Beams secured with one hanging Iron Knee
Number of Breasthooks 2 Iron Pointers _____ Crutches in aft
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling are 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 W. M. Pitt

#59108 on

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	150	Chain	1 1/4	2
2	Fore Top Sails,		Hempen Stream Cable		
2	Fore Topmast Stay Sails,		Hawser		1
2	Main Sails,	90	Towlines	5	
2	Main Top Sails,		Warp		
	and well found		All of <u>good</u> quality.		

Her Standing and Running Rigging good sufficient in size and good in quality.

She has Long Boat and Jolly Boat

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

General Remarks—Statement and Date of Repairs.

All the present time the whole of the Iron fastenings driven out that was possible to be taken removed and completely refastened with the Pipes below the H'd Beams, the lower Bolts of the hanging bances, middle line bolts, Breasthooks, Butts & Bilges; and retensioned. This defect was surveyed by me during the progress of repairs whilst Mr Bayley was absent and in the first instance on the Masts for the purpose of Peppering when I suggested the propriety of taking off a plank of the Sheathing to examine the state of the caulking, which was done & found so defective that it was necessary to put her into the Dry Dock, after she was shipped several planks felt off the Bottom and in the fore piece of the Stem being removed the Fore Gripe fell into the Dock.

The timbers & planks are in a very sound state and she is now in a very efficient state for the safe conveyance of dry perishable cargoes, but am of opinion she is not deserving the British, as the upper Deck Beams are not sufficiently fastened having only one Iron hanging brace, and previously to this she had there was great appearance of working in the upper works, the Deckum having worked out of the Beams.

If Sheathed, Doubled, Felted, or Coppered Coppered over Felt When last done Jan^y 1840

I am of opinion this Vessel should be Classed A. 2

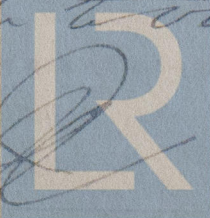
The Amount of the Fee.....£ 1 : 1 : is received by me,

Special£

Mr. Committee's Minute

Character assigned

23 Jan^y 1840
A. 1 As stated Repairing deferred
provided additional
fastenings be put into her
to Mr Bayley's satisfaction



Lloyd's Register
Foundation