

7555

No. Survey held at London Date 19 May 1841
 on the H.M. Duke of Roxburgh Master
 Tonnage 417 Built at Newcastle When built 1828
 By whom built Smith Owners Somes
 Port belonging to London Destined Voyage
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth of Hold		Feet.	Inches.																																								
<div style="display: flex; justify-content: space-between;"> <div> <p>Scantlings of Timber.</p> <p>Timber and Space.....each <u>27</u></p> <p>Floors.....sided <u>12</u> Moulded</p> <p>1st Foothooks....." <u>10</u> "</p> <p>2nd Ditto....." " "</p> <p>3rd Ditto....." <u>9 1/2</u> " <u>8 1/4</u></p> <p>Top Timbers....." <u>10</u> "</p> <p>Deck BeamsN^o. of....." <u>10</u> "</p> <p>Hold BeamsN^o. of <u>18</u>....." <u>12</u> "</p> <p>Keel....." <u>13</u> "</p> <p>Kelsons....." <u>13</u> "</p> </div> <div> <p>Thickness of Plank.</p> <table border="1"> <tr> <th>Outside.</th> <th>Inches.</th> <th>Inside.</th> <th>Inches.</th> </tr> <tr> <td>Keel to Bilge</td> <td></td> <td>Foot Waling... <u>Lumber 1 inch</u></td> <td><u>5</u></td> </tr> <tr> <td>Bilge Planks</td> <td></td> <td>Bilge Planks</td> <td><u>4 1/2</u></td> </tr> <tr> <td>Bilge to Wales</td> <td></td> <td>Ceiling in Flat</td> <td><u>3 1/2</u></td> </tr> <tr> <td>Wales</td> <td></td> <td>Ditto Bilge to Clamp</td> <td><u>3</u></td> </tr> <tr> <td>Topsides</td> <td></td> <td>Hold Beam Clamps</td> <td><u>2</u></td> </tr> <tr> <td>Sheer Strakes</td> <td></td> <td>Deck Beam Ditto.....</td> <td><u>5</u></td> </tr> <tr> <td>Plank Sheers.....</td> <td><u>4</u></td> <td>Ceiling 'twixt Decks</td> <td><u>2 1/2</u></td> </tr> <tr> <td>Water-Ways</td> <td><u>4 1/2</u></td> <td>Hold Beam Shelves</td> <td></td> </tr> <tr> <td>Upper Deck</td> <td><u>3</u></td> <td>Deck Beam Ditto.....</td> <td></td> </tr> </table> </div> </div>												Outside.	Inches.	Inside.	Inches.	Keel to Bilge		Foot Waling... <u>Lumber 1 inch</u>	<u>5</u>	Bilge Planks		Bilge Planks	<u>4 1/2</u>	Bilge to Wales		Ceiling in Flat	<u>3 1/2</u>	Wales		Ditto Bilge to Clamp	<u>3</u>	Topsides		Hold Beam Clamps	<u>2</u>	Sheer Strakes		Deck Beam Ditto.....	<u>5</u>	Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks	<u>2 1/2</u>	Water-Ways	<u>4 1/2</u>	Hold Beam Shelves		Upper Deck	<u>3</u>	Deck Beam Ditto.....	
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<div style="display: flex; justify-content: space-between;"> <div> <p>Copper.</p> <p>Heel-Knee, and Dead Wood abaft</p> <p>Scarp of Keel.....N^o.....</p> <p>Floor Timber Bolts.....<u>Sufficient</u></p> <p>Kelson ditto.....</p> <p>Transoms and throats of Hooks</p> <p>Arms of Hooks</p> </div> <div> <p>Size of Bolts in Fastenings.</p> <p>Copper.</p> <p>Bolts thro' the Bilge and Foot Waling.....</p> <p>Butt End Bolts.....<u>Sufficient</u></p> <p>Lower Pintle of the Rudder.....</p> </div> <div> <p>Iron:</p> <p>Hold Beam.....</p> <p>Deck Beam.....<u>Sufficient</u></p> <p>.....same in Iron above the Copper.....</p> </div> </div>																																																			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of wharfedale English Oak Timber. The other Foothooks and Top Timbers of do do do do 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 fairly squared from the first Foothook Heads upwards, and 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 African Oak and the False Kelson of The Scarphs of the Kelsons are not less than 4 feet 2 inches. The Deck and Hold Beams are composed of African Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank 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 African Oak The Topsides of African Oak The Sheer-strakes and Plank-sheers of African Oak The Water-ways of the same The Decks of Dunzie State of good The Shifts of the Planking are not less than 5 Feet 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 three between

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

Fastenings.—To Hold Beams Two such wood lodging knees 14K to one + 5, 5 to other Deck Beams Two such wood lodging knees and 14K to one + 5, 5 to the other Number of Breasthooks Six Pointers Two Crutches One Butts End Bolts are of Copper in the Bottom, and One 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 Shoutenay

7555 *Lon*

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 .	
	Fore Sails,		Chain <i>2</i> 2 <i>two</i>		3	Bower, <i>2</i>
	Fore Top Sails,	<i>120</i>	Hempen Stream Cable	<i>8 1/2</i>	1	Stream, <i>2</i>
	Fore Topmast Stay Sails,	<i>120</i>	Hawser	<i>6 1/2</i>	2	Kedge, <i>2</i>
	Main Sails,		Towlines			
	Main Top Sails,		Warp			
and			All of <u>good</u> quality.			

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

She has One Long Boat and two others

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

General Remarks—Statement and Date of Repairs.

A small quantity of the ceiling require repairing - the officers in a good and efficient state, fastenings abundant and firm & fit for the conveyance of cargo and passengers to and from all parts of the world and may in my opinion be classed F. 1

If Sheathed, Doubled, Felted, or Coppered Sheathed & Cu Nails to upper part of hull When last done 1839

I am of opinion this Vessel should be Classed F. 1

The Amount of the Fee.....£ 2 : - : is received by me,

Special£ : :

Committee's Minute 21st May 1841

Character assigned F. 1 *Antwerp - where the ceiling is repaired*

[Signature]



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