

No. Survey held at London Date August 10 1841
 on the Brig Murch Master Mahler
 Tonnage 193 Built at Stettin When built 1837
 By whom built Owners Relativ
 Port belonging to Stettin Destined Voyage Aden, Syria & Malacca
 If Surveyed Afloat or in Dry Dock Commercial Dock

Length aloft	Feet. (Inches)	Extreme Breadth	Feet. (Inches)	Depth of Hold	Feet. (Inches)
Scantlings of Timber.					
Timber and Space	each	11 1/2	Moulded 12	Thickness of Plank.	
Floors	sided	11	12	Outside.	
1 st Footbooks	"	10	"	Keel to Bilge	Foot Waling
2 nd Ditto	"	10	"	Bilge Planks	Bilge Planks
3 rd Ditto	"	9	"	Bilge to Wales	Ceiling in Flat
Top Timbers	"	9	"	Wales	Ditto Bilge to Clump
Deck Beams N ^o . of	"	9 1/2	"	Top-sides	Held Beam Clamps
Held Beams N ^o . of	"	9 1/2	"	Sheer Strakes	Deck Beam Ditto
Keel	"	16	"	Plank Sheers	Ceiling 'twixt Decks
Kelsons	"	16	"	Water-Ways	Held Beam Shells
				Upper Deck	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron:	
Heel-Knee, and Dead Wood abut		Copper.		Hold Beam	
Scarp of Keel N ^o .		Bolts thro' the Bilge and Foot Waling		Deck Beam	
Floor Timber Bolts		Butt End Bolt			
Kelson ditto		Lower Part of the Rudder			
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is Inches. The Space between the Top-timbers is Inches. The Stem, Stern Post, are composed of Stettin Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Stettin Oak and are free from all defects.
 The Floors and first Footbooks are composed of ditto Timber.
 The other Footbooks and Top Timbers of ditto

The Shifts of the first and second Footbooks 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 squared from the first Footbook 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 clocked with Butt at each end of the clock.

The Main Kelson is composed of Stettin Oak and the False Kelson of

The Scarps of the Kelsons are not less than 4 foot inches.

The Deck and Hold Beams are composed of Stettin Oak

Planking Outside.—From the Keel to the first Footbook Heads the Plank is composed of

From the first Footbook 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 Stettin Oak

The Sheer-strakes and Plank-sheers of The Water-ways of

The Decks of Baltic Fir State of good

The Thickness of the Planking are not less than four 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 between generally

Planking Inside.—The Limber-strakes are composed of Stettin the Bilge Planks of Stettin Oak

The Ceiling, Lower Hold, of Stettin Oak Between Decks of ditto

Shelf Pieces of ditto Clamps of ditto

Fastenings.—To Hold Beams

Deck Beams with one diagonal Wale three

Number of Breasthooks Pointers Crutches

Butts End Bolts are of Iron 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 M. J. Smith

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

7818 *Don*

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	100	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	110	Hempen Stream Cable	9 1/2	1	Stream,
2	Fore Topmast Stay Sails,	110	Hawser	6	1	Kedge,
2	Main Sails,	120	Towlines	1 1/2		
2	Main Top Sails,	120	Warp	3 1/2		
and <i>well found</i>			All of <u>good</u> quality.			

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

She has a Long Boat and Jelly Boat

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

General Remarks—Statement and Date of Repairs.

Appears a good substantial built vessel, material of good quality and is in a very efficient state both in the Hull & staves—

Seems hit'd beams but a great number of Deck beams with long hanging knees,

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done

I am of opinion this Vessel should be Classed A

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ : :

Committee's Minute 13th August 1841

Character assigned A

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