

No. 615 Survey held at London Date 5 Aug 1840  
on the Ship Mount Stuart Elphinstone Master             
Tonnage 611 Built at Bombay When built 1826  
By whom built            Owners Neathorn  
Port belonging to London Destined Voyage - India  
If Surveyed Afloat or in Dry Dock By dock & Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

| Timber and Space               | Inches | Inches Middle | Inches Ends |
|--------------------------------|--------|---------------|-------------|
| Floors..... sided              | 29     | 13            | Moulded     |
| 1 <sup>st</sup> Foothooks..... | 11     | "             | "           |
| 2 <sup>nd</sup> Ditto.....     | 11     | "             | 9           |
| 3 <sup>rd</sup> Ditto.....     | 10     | "             | "           |
| Top Timbers.....               | 10     | "             | "           |
| Deck Beams..... Number of 30   | 9 1/2  | "             | 9 1/2       |
| Hold Beams..... Do. do. 29     | 12     | "             | 10          |
| Keel.....                      | "      | "             | "           |
| Kelsons.....                   | 14     | "             | 14 1/2      |

Thickness of Plank.

| Outside.              | Inches. | Inside.                   | Inches.   |
|-----------------------|---------|---------------------------|-----------|
| Keel to Bilge.....    |         | Foot Waling.....          |           |
| Bilge Planks.....     |         | Bilge Planks.....         | 3 1/4 + 4 |
| Bilge to Wales.....   |         | Ceiling in Flat.....      | 3         |
| Wales.....            |         | Ditto Bilge to Clamp..... | 3 1/2     |
| Topsides.....         |         | Hold Beam Clamps.....     | 4 1/2     |
| Sheer Strakes.....    |         | Deck Beam Ditto.....      | 3 1/2     |
| Plank Sheers.....     |         | Ceiling 'twixt Decks..... | 3         |
| Water-ways..... 9 x 9 |         | Hold Beam Shelves.....    | 8 x 14    |
| Upper Deck..... 3     |         | Deck Beam ditto.....      |           |

Size of Bolts in Fastenings.

| Copper. Iron                        | Inches | Copper. & Iron                             | Inches | Iron.                              | Inches |
|-------------------------------------|--------|--|--------|------------------------------------|--------|
| Heel-Knee, and Dead Wood abaft..... |        | Bolts thro' the Bilge and Foot Waling..... |        | Hold Beam.....                     |        |
| Scarphs of Keel..... N°.            |        | Butt End Bolts..... Copper                 |        | Deck Beam.....                     |        |
| Floor Timber Bolts.....             |        | Lower Pintle of the Rudder.....            |        |                                    |        |
| Kelson ditto.....                   |        | Hood Ends copper bolted                    |        |                                    |        |
| Transoms and throats of Hooks.....  |        |  |        | same in Iron above the Copper..... |        |
| Arms of Hooks.....                  |        |  |        |                                    |        |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of E. I. Teak and are free from all defects. when seen  
Her Floors and first Foothooks are composed of E. I. Teak Timber.  
Her other Foothooks and Top Timbers of E. I. Teak  
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 whole Frames are apparently 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 3 feet 9 inches.

The Deck and Hold Beams are composed of E. I. Teak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of E. I. Teak  
From the first Foothook Heads to the Light Water Mark of do do do  
From the Light Water Mark to the Wales of do do do  
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 5 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.

**Planking Inside.**—The Clamps are composed of E. I. Teak The Planking is wrought 2 + 3 between. the Stringers of the same  
The Bilge Planks of E. I. Teak and the remainder of the Ceiling of the same

**Fastenings.**—To Hold Beams Bolted to shelf the wood laying to some and one 11 1/2 to  
Deck Beams Bolted to shelf and now hanging loose  
Number of Breasthooks            Pointers            Crutches the wood  
Butts End Bolts are of Copper & Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron 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



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

9570 ton

She has SAILS.

CABLES, &c.

ANCHORS.

| N <sup>o</sup> .         | Fathoms. | Inches.                                       | N <sup>o</sup> .      |
|--------------------------|----------|---|-----------------------|
| Fore Sails,              |          | Chain &... <i>Two</i> .....                   | 3 Bower,              |
| Fore Top Sails,          | 120      | <i>Coin</i> <del>Hemp</del> Stream Cable..... | 1 Stream,             |
| Fore Topmast Stay Sails, | 120      | Hawser .....                                  | 1 Kedge,              |
| Main Sails,              |          | Towlines .....                                | All of proper weight. |
| Main Top Sails,          |          | Warp .....                                    |                       |
| and                      |          | All of _____ quality.                         |                       |

Her Standing and Running Rigging is *well fitted* sufficient in size and *good* in quality.

She has *one* Long Boat and *two others*

The present state of the ~~Windlass~~ is \_\_\_\_\_ Capstan *good* and Rudder *good*

**General Remarks—Statement and Date of Repairs.**

*This ship appears in a sound substantial condition in her timbers & planks; is iron fastened in the middle line, and part copper & part iron in her planking:—fastenings appear generally firm, ~~but some are loose~~ *if**

If Sheathed, Doubled, or Felted, *Sheathed with wood*

*metal*  
*Sheathed with iron*

and Date when last done \_\_\_\_\_

And \_\_\_\_\_ of opinion this Vessel should be Classed \_\_\_\_\_

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

*Howtrey*

Committee Minute \_\_\_\_\_ 183 \_\_\_\_\_

Character assigned *12 Year*



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