

No. 10.656 Survey held at London Date March 30 April 23 1844
 on the Ship Mellersey Master Toller
 Tonnage 1013 1/4 Built at Blackwall When built Launched 4th April 1844
 932 Bbl By whom built R. H. Green Owners R. Green
 Port belonging to London Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 162	Inches.	—	Extreme Breadth	Feet. 36	Inches. 6	Depth of Hold	Feet. 23	Inches. 2	
Scantlings of Timber.				Thickness of Plank.						
Timber and Space	each	15	Inches.		Outside.		Inches.	Inside.		
Floors	Double sided	13	Moulded	13	Keel to Bilge	Solid Garboard	11	Foot Waling	London L.	5
1 st Foothooks	"	12	"	12	Bilge Planks		4	Bilge Planks	7 2 of 8	5
2 nd Ditto	"	11	"	10 1/2	Bilge to Wales		4	Ceiling in Flat		
3 rd Ditto	"	10 1/2	"	9 1/2	Wales	8 Strakes	6	Ditto Bilge to Clam	100 ft	3
Top Timbers	"	10 9/2	"	8 1/2	Topsides	5 of 8	5	Hold Beam Clamps	1	6
Deck Beams	N ^o . of 27	10 9	"	8	Sheer Strakes	3 of 4	4	Deck Beam Ditto	4	5
Hold Beams	N ^o . of 24	" 12 1/2	"	12 1/2	Plank Sheers		4	Ceiling 'twixt Decks		3
Keel	"	14	"	13	Water-Ways		14 x 11	Hold Beam Shelves		10 x 12
Kelsons	"	18	"	18	Upper Deck		3	Deck Beam Ditto		8 x 11
				Size of Bolts in Fastenings		2 5/8 x 11		L 8 1/2 Spunketting 3 of		5
Copper.				Copper.						
Heel-Knee, and Dead Wood abaft		13 1/8			Bolts thro' the Bilge and Foot Waling	7/8 x 3/4		Hold Beam	Copper	1 1/4
Scarp of Keel	N ^o . 8	1 1/4			Butt End Bolts	3/4		Deck Beam		1 1/8
Floor Timber Bolts		1 1/4 x 3/8			Lower Pintle of the Rudder	4				
Kelson ditto		1 1/4 x 3/8								
Transoms and throats of Hooks		1 1/4						same in Iron above the Copper		
Arms of Hooks		1 1/8								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are app^r free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than six feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are six feet and upwards

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same

The alternate Frames are all frames bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is chocked with a 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 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 American Elm

From the first Foothook Heads to the Light Water Mark of 4 Strakes East India Teak & English Oak

From the Light Water Mark to the Wales of 4 Strakes East India Teak & English Oak

The Wales and Black-strakes are of African Oak The Topsides of East India Teak

The Sheer-strakes and Plank-sheers of East India Teak The Water-ways of East India Teak

The Decks of Double Oak State of new

The Shifts of the Planking are not less than 6 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 Oak

The Ceiling, Lower Hold, of English Oak Between Decks of East India Teak

Shelf Pieces of African Oak to Lower Deck & Hold Clamps of East India Teak

Fastenings.—To Hold Beams Scrubbing across every Beam & at alternating Beam

Deck Beams Double Scrubbing across every Beam & at alternating Beam

Number of Breasthooks 1 at each Beam Pointers One Pair Crutches 1 to 2 transoms across

Butts End Bolts are of Copper 1/2 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched. about 18 bolts in each 10 feet length

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name George Bousley

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

10656 ton

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
3	Fore Sails,	310	Chain	2	3	Bowen 40 Prot each
3	Fore Top Sails,	100	On stream chain		2	Stream 20 & 12 Prot
2	Fore Topmast Stay Sails,	100	Hempen Stream Cable	11	2	Kedge, s
2	Main Sails,	100	Harbor	0		
3	Main Top Sails,	100	Towlines	6 1/2		
and well found in small sails			Warp	5 1/2		
			All of <u>new</u> quality.			

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

She has _____ Long Boat and _____

The present state of the Windlass is good Capstan good and Rudder round head - 28 in Pumps
Lyzack's Patent & Gyll's Whelps

General Remarks—Statement and Date of Repairs.

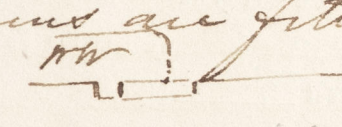
This ship is built with double floors— Has the stuck stuff at the bilge wrought so as to cover both the lower and the upper floor heads— all the stuff well bolted through

13 pair of long sides from the lower Deck to the short floor heads

11 pair Standards upon lower Deck Beams

Two upper Transoms Kneed - & Transoms over the Counter

The Deck Beams have an ^{in in} half Beam ^{6 x 5 1/2 in} between them

The three stuck stakes are bolted together edge ways - so as to form a complete band round the ship - The Beams and watertrays are fitted with a tabling or coaming at the ends & the Beams are fitted to the shelves in a similar manner -  and bolted up and down.

The frame is well grown, young English Oak, sound & of good quality - & all the other materials are of the kinds allowed to be used in ships claiming to be classed 12 A

If Sheathed, Doubled, Felted, or Coppered if sheeted When last done April

I am of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 5 : - : - is received by me, W

Special£ : :

Committee's Minute 21st May 1844

Character assigned 12 A



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