

No. 1 Survey held at London Date November 14 1844
on the M. Melis Master Manland
Tonnage 575 Built at Calcutta 1842 When built Chittagong 1792
By whom built Owners Mitchison
Port belonging to London Destined Voyage
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft	Feet. 115 1/2 Inches. 6	Extreme Breadth	Feet. 27 1/2 Inches. 0	Depth of Hold	Feet. 22 3/4 Inches. 0
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	Inches. 30	Inches. Middle 16 Ends 16	Outside.	Inches.	Inside.
Floors	11 1/2 sided 12	Moulded 16	Keel to Bilge		Foot Waling 5
1st Foothooks	9 1/2 12	"	Bilge Planks		Bilge Planks 4
2nd Ditto	Heads 11	" 9 1/2	Bilge to Wales		Ceiling in Flat 3 1/2
3rd Ditto	" 10	" 9	Wales		Ditto Bilge to Clamp 5 1/2
Top Timbers	" 10	" 6 1/2	Topsides		Hold Beam Clamps 6 1/2
Deck BeamsN°. of 21	" 11 1/2	" 10	Sheer Strakes		Deck Beam Ditto 4 1/2
Hold BeamsN°. of 20	" 14	" 12	Plank Sheers	5	Ceiling 'twixt Decks 3 1/2
Keel	"	"	Water-Ways	4 1/2	Hold Beam Shelves 7 1/2 + 15 1/2
Kelsons	" 15 1/2	" 16 1/2	Upper Deck	13	Deck Beam Ditto 7 1/2 + 14 1/2
4 Sister Kelsons 15 x 14 -			Size of Bolts in Fastenings.		
Copper. Iron	Inches.	Copper. Iron	Iron.		
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling	Hold Beam		
Scarp of Keel.....N°.		Butt End Bolts	Deck Beam		
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks			same in Iron above the Copper.		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of E. I. Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of E. I. Teak and are free from all defects. The Floors and first Foothooks are composed of E. I. Teak Timber. The other Foothooks and Top Timbers of E. I. 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 When seen well. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is the same. 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 E. I. Teak 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 4 feet — inches. The Deck and Hold Beams are composed of E. I. Teak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Stripped oak 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 E. I. Teak. The Topsides of the same. The Sheer-strakes and Plank-sheers of E. I. Teak. The Water-ways of the same. The Decks of Good brown Teak. 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 243 between

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

Fastenings.—To Hold Beams Bolted to Shelf and Iron hanging Knives. Deck Beams Bolted to the Shelf and Iron hanging Knives. Number of Breasthooks 7 + 2 Knives Pointers — Crutches 3. Butts End Bolts are of Iron in the Bottom, and the 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 Montgomery

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. Good 11161. Jan.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
3	Fore Sails,	270	Chain		4	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable	8	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	6	1	Kedge,
2	Main Sails,	100	Towlines <u>Good</u>	4 1/2		
3	Main Top Sails,		Warp			
and <u>all good</u>			All of <u>good</u> quality.			

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

She has One Long Boat and two others

The present state of the Windlass is New Capstan Good and Rudder Good

General Remarks—Statement and Date of Repairs.

This Ship is stated to have had very large repairs in the year 1842 at Calcutta see Register and Certificate of Surveyors at that port.

I have carefully examined her throughout and her appearance verifies the statement. The stern, inner surfaces of the outside planks of bottom ^{topsides their strops & blocks} much of the Ceiling Keelson, appear to have been recently new. The timbers of the frame Beam Posts ^{is} in sound good condition and she is throughout securely fastened, new her boiler and Sheathed with yellow Paint, and additional Iron knees put in at my suggestion is in efficient condition fit for the conveyance of any & perishable Cargoes to & from all parts of the world.

None The Ships Register states her to be rebuilt at Calcutta 1842

If Sheathed, Doubled, Felted, or Coppered Keelson & Sheen 1842 When last done Yellow Paint Red

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

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

Committee's Minute 29th Nov 1844

Character assigned F.F. 1 Active