

Rev. Dec 27 1847 1375

No. 1250 Survey held at London Date 27 April 1847
 on the Town Ship Trade Master C. K. Brown
 Tonnage 275 Built at London When built 1847
 By whom built R. H. Green Owners Continental Cattle Company
 Port belonging to London Destined Voyage Denmark

If Surveyed Afloat, or in Dry Dock While in frame & when finished
Engines two of 30 Horses

| | | | | | |
|------------------------------|-------|-----------------|----|----------------|-------|
| Length aloft | 150 | Extreme Breadth | 25 | Depth of Hold | 14 |
| Scantlings of Timber. | | | | | |
| Timber and Space | 24 | Moulded | 9 | Keel to Bilge | 3 |
| Floors | 20 | | | Bilge Planks | 3 |
| 1 st Footbooks | 9 | | | Bilge to Wales | 3 |
| 2 nd Ditto | 8 1/2 | | | Wales | 5 |
| 3 rd Ditto | 7 1/2 | | | Topsides | 3 1/2 |
| Top Timbers | 6 7/8 | | | Sheer Strakes | 4 |
| Deck Beams | 6 | | | Plank Sheers | 3 |
| Hold Beams | 8 | | | Water-Ways | 4 |
| Keel | 12 | | | Upper Deck | 3 |
| Kelsons | 12 | | | | |

| | | | | | |
|--------------------------------|--------|--|-----|--------------|----------------|
| Copper on Iron. | | Size of Bolts in Fastenings, distinguishing whether | | Iron. | |
| Heel-Knee, and Dead Wood shaft | 1 1/2 | Bolts thro' the Bilge and Foot Waling | 3/4 | Hold Beam | Copper 3/8 |
| Scarphs of Keel | N. 7/8 | Butt End Bolts | 5/8 | Deck Beam | Iron 3/4 x 7/8 |
| Floor Timber Bolts | 1 1/2 | Lower Pintle of the Rudder | 3/4 | | |
| Kelson ditto | 1 1/2 | | | | |
| Transoms and throats of Hooks | 1 1/2 | | | | |
| Arms of Hooks | 1 | | | | |

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 2 1/2 inches. — The Space between the Top-timbers is 5 1/2 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 Footbooks are composed of English Oak Timber.
 The other Footbooks and Top Timbers of English Oak
 The Shifts of the first and second Footbooks are not less than 2 ft 4 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 2 ft 4 in and are according to Rule 3 ft 8 in, but decrease towards the aft to 2 ft 4 in.
 The Frame is fairly squared from the first Footbook Heads upwards, and fairly free from sap, and from thence downwards, the frame is ditto.

The main Frames are all 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 None
 The Scarphs of the Kelsons are not less than 6 feet — inches.
 The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Footbook Heads the Plank is composed of American Elm
 From the first Footbook Heads to the Light Water Mark of English Oak
 From the Light Water Mark to the Wales of English Oak
 The Wales and Black-strakes are of African Oak The Topsides of African Oak
 The Sheer-strakes and Plank-sheers of English Oak The Water-ways of English Oak
 The Decks of Sauton pine State of good
 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 English Oak the Bilge Planks of English Oak
 The Ceiling, Lower Hold, of English Oak Between Decks of English Oak
 Shelf Pieces of African Oak Clamps of African Oak

Fastenings.—To Hold Beams Shelf Clamps & Bolts to beams
 Deck Beams 5 Clamps and an iron hanging knee to each beam and abutted pieces between ends of beams
 Number of Breasthooks five Pointers two Crutches Solid Chock bolts
 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 Joseph White

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------|--------------------------|-------------|----------------------------|-----------------------------|------------------|
| N ^o . | | Fathoms. | | Inches. | N ^o . |
| <i>one</i> | Fore Sails, | 120 | Chain | 1 3/4 | 3 |
| <i>full</i> | Fore Top Sails, | 120 | Hempen Stream Cable | 1 1/2 | 1 |
| <i>Suit</i> | Fore Topmast Stay Sails, | 75 | Chain Blocks | 1 1/4 | 2 |
| <i>new</i> | Main Sails, | 120 | Towlines | 5 1/2 | |
| | Main Top Sails, | 120 | Warp | 5 | |
| | | | All of <u>new</u> quality. | | |

Cast. Cast. Cast.
14-13-12. 2.0

Suff. diff. extent

Her Standing and Running Rigging 3000 sufficient in size and _____ in quality.

She has one Long Boat and one life boat & a gig

The present state of the Windlass is Patent Copstan 2 Wheel and Rudder good; 2 Main & 4 Bily. Good

General Remarks—Statement and Date of Repairs.

This Vessel is diagonally trussed with iron plates all fore & aft, from the upper deck Clamps to the short floor heads ^{extending} $2\frac{1}{2}$ wide by $\frac{7}{8}$ thick amid ship, and $3\frac{1}{2}$ by $\frac{1}{2}$ forward and aft spaced $3\frac{1}{6}$ apart and trussed the reverse way with 3" English oak planks from the ^{upper} Clamps to the bilge planks spaced 3 feet apart the scantling of the frame from the floor timbers upwards is less than the rules require and the shafts of the ~~two~~ 2 footstocks altho' according to rule amid ship decrease forward & aft to $2\frac{2}{3}$ as what they should be - these deficiencies are in some measure compensated by the diagonal iron trussing and the additional thickness of the planking - She is propelled by two oscillating engines of 30 horses power each

If Sheathed, Doubled, Felted, or Coppered None When last done _____

I am of opinion this Vessel should be Classed 10 A 1

The Amount of the Fee.....£ 3 :- :- is received by me, J. S. White

Special£ : :
Certificate (if required)£ : :

Committee's Minute 15th Oct 1847

Character assigned A 1 pr 10 yrs



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