

No. 1488 Survey held at London Date 24 Nov^r to 28 Dec^r 1883
on the Ship "Earl of Balcarra" Master Monice
Tonnage 1488 Built at Bombay When built 1811
By whom built Owners S. F. J. Jones
Port belonging to London Destined Voyage Bombay
If Surveyed Afloat or in Dry Dock Dry dock & afloat

Length aloft	Feet. 184	Inches. 6	Extreme Breadth	Feet. 42	Inches. 6	Depth of Hold	Feet. 30	Inches. 0
Scantlings of Timber.								
Room and Space	Inches. 31	Inches. Middle	Inches. Ends	Thickness of Plank.				
Floors	14 sided	15	Moulded	15	Outside.	Inches. 6	Inside.	Inches. 6
1 st Foothooks	14	"	"	"	Keel to Bilge	6	Limber Strakes	6
2 nd Ditto	12	"	"	"	Bilge Planks	6	Bilge Planks	6
3 rd Ditto	12	"	"	"	Bilge to Wales	6	Ceiling in Flat	4
Top Timbers	12	"	"	"	Wales	8	Ditto Bilge to Clamp	4
Deck Beams N ^o 39	Average Space	"	"	"	Topsides	4	Hold Beam Clamps	5.6.8
Hold Beams N ^o 29	Average Space	"	"	"	Sheer Strakes	5	Deck Beam Ditto	7
Keel	27	"	"	"	Plank Sheers	5	Ceiling 'twixt Decks	3.5
Kelsons	20	"	"	"	Water-Ways	6	Hold Beam Shelves	5.6.8
Sister Kelsons	12	"	"	"	Upper Deck	3	Deck Beam Ditto	5.6.8
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron			Copper or Iron			Iron.		
Heel-Knee, and Dead Wood abaft	N ^o .		Bolts thro' the Bilge and Limber Strakes	Hold Beam		Deck Beam		
Scarphs of Keel	N ^o .		Butt End Bolts					
Floor Timber Bolts			Lower Pintle of the Rudder					
Kelson ditto								
Transoms and throats of Hooks								
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of E I Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of E I Teak and are where seen 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 Not seen N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Not seen. The Frame is new squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is also well squared. 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 rop chocked with a Butt at each end of the chock. The Main Kelson is composed of E I Teak and the ~~False~~ Sister Kelson of The same. The Scarphs of the Kelsons are not less than 3 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 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 E I Teak. 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 and . **Planking Inside.**—The Limber-strakes are composed of E I Teak the Bilge Planks of The same. The Ceiling, Lower Hold, of E I Teak Between Decks of The same. Shelf Pieces of Clamps of E I Teak. **Fastenings.**—To Hold Beams One wood lodging Knee, one Iron hanging Knee below and one Iron standard above. Deck Beams One wood lodging Knee and one Iron hanging Knee. Orlop Deck Beams One wood lodging 2 Iron hanging Knees, some Wood hanging. Number of Breasthooks 10 Wood, one Iron Pointers 2 Crutches 3. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper bolted through and clenched. Treenails of Copper Bolts. General Quality of Workmanship Very good.

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. all of E S Teak

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
3	Fore Sails,	270	Chain	2	4	Bower,
3	Fore Top Sails,	100	Hempen Stream Cable	10	1	Stream,
3	Fore Topmast Stay Sails,	100	Hawser <u>Cair</u>	10	1	Kedge,
2	Main Sails,	120	Towlines <u>Cair</u>	7		
3	Main Top Sails,	100	Warp	5		
and <u>all good</u>			All of <u>good</u> quality.			

Her Standing ~~and Running~~ Rigging Cair sufficient in size and good in quality. now overhauled

She has one Long Boat and 3 others

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

General Remarks—Statement and Date of Repairs.

Listings have been cut out all around the ship below the orlop deck below the middle deck, in the gun deck and at the upper part of the sheer stroke to examine the timbers of the frame, which proved unmarredly sound and good. Repairs—She appears to have been within a few years doubled from the keel down 14 strokes with two diminishing strokes. ^{of E S Teak} Copper through bolted at every timber.

At the present time shipped from the doubling down, and the metal off the doubling, fitted with new sternson, one new Breast Hook, 4 others abotted, one new liner stroke, one new plank in the bilge (abboard) in one new length of stelson. Bolts in the bottom new clenched, Ceiling generally repaired, new throat bolt to every iron hanging knee of upper deck, 16 new bolts to the knees of the middle deck, ~~new~~ half to plank sheer projecting to receive the doubling, — doubled from the former doubling up to the gun wale with two inch E S Teak upon felt, fastened with 8 brass nail in every timber, through bolts at the butts and about every 8 feet. Caulked from the keel up over all, bottom below the doubling fitted and is sheathed with yellow metal to load water mark, masts yards, Rigging, & equipment overhauled.

The Societys Rules sections 34.60 & 68 have been complied with and the ship is now in the most sound and efficient condition in every part, the keel is straight and the sheer unattained, is fit for the conveyance of dry and perishable cargoes to & from all parts of the world.

^{Bottom part & recently}
If Sheathed, Doubled, Felted, or Coppered Keel fitted & yellow metal When last done 1848 seen
we are

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

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

Special£ 5 : 5 :

Certificate (if required)£ : 10 : —

Committee's Minute 29th Dec 1848

Character assigned As per

Special £5 5.0



© 2019

Lloyd's Register
Foundation