

No. 10712 Survey held at London Date April 14 1851
on the B^{te} Ocean Mail for the Master
Tonnage 200 cwt Built at London When built Launched March 19th 1851
By whom built Mess^{rs} Bilbe & Co Owners Mess^{rs} Bilbe & Co
Port belonging to London Destined Voyage

If Surveyed Afloat or in Dry Dock Under Common Survey throughout her Build

Length aloft <u>Between the perpendiculars</u>	Feet. Inches. <u>103 0</u>	Extreme Breadth	Feet. Inches. <u>20 9</u>	Depth of Hold	Feet. Inches. <u>13 6</u>
Scantlings of Timber.					
Room and Space	<u>Below</u>	Inches. <u>20</u>	Inches. Middle <u>10</u>	Inches. Ends <u>10</u>	
Floors <u>Double with long and short arms</u>	<u>aloft</u>	<u>7</u>	Moulded <u>9 9 8</u>		
1 st Foothooks.....	"	<u>6 1/2</u>	"	<u>9 7 3/4</u>	
2 nd Ditto.....	"	<u>6</u>	"	<u>9 7</u>	
3 rd Ditto.....	<u>to top</u>	<u>6</u>	"	<u>9 5 1/2</u>	
Top Timbers	"	<u>6</u>	"	<u>7 1/2</u>	
Deck Beams N ^o <u>20</u> Average Space <u>4-0</u>	"	<u>9</u>	"	<u>9 6 1/2</u>	
Hold Beams N ^o <u>10</u> Average Space <u>6-0</u>	"	<u>10</u>	"	<u>9 0</u>	
Keel	"	<u>10</u>	"	<u>11</u>	
Kelsons	"	<u>10</u>	"	<u>12</u>	
Thickness of Plank.					
Outside.					
Keel to Bilge	Inches. <u>3</u>				
Bilge Planks	<u>3 3/4</u>				
Bilge to Wales	<u>4</u>				
Wales	<u>4</u>				
Black Strakes	<u>4 1/2</u>				
Topsides	<u>3 1/2</u>				
Sheer Strakes	<u>3 1/2</u>				
Plank Sheers.....	<u>3</u>				
Water-Ways	<u>6 x 13</u>				
Strake next d ^e	<u>4 x 10</u>				
Upper Deck	<u>3</u>				
Inside.					
Limber Strakes	Inches. <u>3</u>				
Bilge Planks	<u>3</u>				
Ceiling in Flat	<u>3</u>				
Ditto Bilge to Clamp	<u>2 1/2</u>				
Hold Beam Clamps.....	<u>4</u>				
Deck Beam Ditto.....	<u>3</u>				
Ceiling 'twixt Decks	<u>2 1/2</u>				
Hold Beam Shelves					
Deck Beam Ditto.....	<u>6 x 3 1/2 - 13 deep</u>				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.					
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	Strakes over first Butt Heads into Long Floor Arms			
Scarphs of Keel.....	N ^o . <u>7/8</u>	Bolts thro' the Bilge and Limber Strakes.....	Inches. <u>3/4</u>	Hold Beam	<u>1/2 metal</u>
Floor Timber Bolts		Butt End Bolts	<u>3/4</u>	Deck Beam	<u>Iron</u>
Kelson ditto	<u>7/8</u>	Lower Pintle of the Rudder	<u>3</u>		
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 7 inches. The Space between the Frames are close jointed with 7 openings below 6 inches aloft.

The Stem, Stern Post, are composed of Apician & English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Apician Oak and are applied free from all defects.

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

The other Foothooks and Top Timbers of English Oak except 12 Round Butt Heads or Long Top Timbers of Mahogany.

The Shifts of the first and second Foothooks are not less than 3/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not less than 0°.

The Frame is fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is d^e See other side.

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

The Butts of the Timbers are close together; their thickness not less than 3/4 of the entire moulding at that place.

The Frame is choked with Butt at each end of the chock. Chiefly square Heads and Heads without Dowels, the rest Butted Chock.

The Main Kelson is composed of Est Teak & English Oak and the False Kelson of .

The Scarphs of the Kelsons are not less than 6 feet 0 inches.

The Deck and Hold Beams are composed of Apician and English Oaks and Mahogany height defined in Note, Table N^o 2.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm.

From the first Foothook Heads to the Light Water Mark of Mahogany } Fore and Afterhoods of English Oak

From the Light Water Mark to the Wales of Mahogany }

The Wales and Black-strakes are of Wales Mahogany, B^{te} Strake Est Teak The Topsides of Est India Teak

The Sheer-strakes and Plank-sheers of N^o 1 Est Teak, N^o 2 Teak, of & Eng Oak The Water-ways of Pitch Pine

The Decks of Yellow Pine State of good

The Shifts of the Planking are not less than 5 Feet 0 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 Strakes between

Planking Inside.—The Limber-strakes are composed of So. Am. Hard Wood the Bilge Planks of Eng Oak, Mahogany & South American Hard Wood

The Ceiling, Lower Hold, of Eng Oak, Mahogany & So. Am. Hard Wood Between Decks of Est Teak and Mahogany

Shelf Pieces or Thick Clamp as Sketch above, Est Teak Clamps of Hold Beam Clamps of Mahogany & Eng Oak, Deck, D^e Teak, and South Am Hard Wood

Fastenings.—To Hold Beams three in midship have a pair of Iron Lodging Pins to each end, and all others one to each end Bolted with Yellow Metal

Deck Beams a Watumay, Shelf or Thick Clamp and a substantial Iron Hanging Knee to every Beam end except the aftermost Beam viz 19 pairs

Number of Breasthooks two and three of the Pointers a pair of Iron Crutches one of Iron

Diagonal Frames act as Hooks

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes over 1 Butt heads as Bolted through and clenched. Treenails of English Oak & Stringy Bark, Planed Circular & all driven through

General Quality of Workmanship good

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

Builder's Signature J. H. T. Delo & Co Surveyor's Signature J. A. Martin

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

10712 *Lon*

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails,		Chain			Bower,
	Fore Top Sails,		Hempen Stream Cable			Stream,
	Fore Topmast Stay Sails,		Hawser			Kedge,
	Main Sails,		Towlines			
	Main Top Sails,		Warp			
	and		All of _____ quality.			

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

She has _____ Long Boat and _____

The present state of the Windlas is _____ Capstan _____ and Rudder _____ Pumps _____

General Remarks—Statement and Date of Repairs.

The Timbering of this Barque is upon a new principle invented by M^r Wilke the Builder. The Frames are placed Diagonally, at about the Angle of 45 at each end of the Vessel, with their heads inclining towards Midship, and gradually becoming Perpendicular there, as the Model and Drawing which have been submitted to, and approved of by the Committee shews, except that the Frames in this Vessel are Close jointed.

The Inside and outside Planking, Beams, Waterway, Keelson &c are all very good in quality and of Superior Glass. The Timbers of the Frame are all of English Oak, except twelve Top Timbers of Mahogany. Although the quality of the English Oak in this Frame is good, it is not in that high condition to deserve a Class beyond the 9 years grade recommended below, of which the Builder was informed by me some time previous to Planking, and was confirmed by an examination made by M^r Creuze

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 9 A

The Amount of the Fee.....£ 3 : — : — is received by me, *Jas Martin*

Special£ : :

Certificate (if required)£ : :

Committee's Minute 17th April 1857

Character assigned A *for 9 years*



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