

No. 1810 Survey held at London Date 18th Feb. 1853
 on the Ship Euphemus Master Bawden
 Tonnage Old 633 Built at Memel When built 1852
 By whom built Tomes Brothers Owners Tomes Brothers
 Port belonging to London Destined Voyage Calcutta
 If Surveyed while Building, Afloat, or in Dry Dock in Tomes Dock & afloat

Length aloft	40	6	Extreme Breadth	30	6	Depth of Hold	20	6
Scantlings of Timber.			Thickness of Plank.					
Room and Space	30		Keel to Bilge	6		Limber Strakes	6	
Floors	14	Moulded	Bilge Planks	5 1/2		Bilge Planks	4 1/2	
1st Footbooks	13	"	Bilge to Wales	4 1/2		Ceiling in Flat	4 1/2	
2nd Ditto	12	"	Wales	6		Ditto Bilge to Clamp	4 1/2	
3rd Ditto	12	"	Short Hoods	5 1/2		Hold Beam Clamps	5	
Top Timbers	10	"	Topsides	5 1/2		Deck Beam Ditto	10	
Deck Beams N ^o 26	12	"	Sheer Strakes	4 1/2		Ceiling 'twixt Decks	4 1/2	
Hold Beams N ^o 21	14	"	Plank Sheers	5		Hold Beam Shelves	13	
Keel <u>to than length</u>	15	"	Water-Ways	12		Deck Beam Ditto	12	
Keelsons	16 1/2	"	Upper Deck	4				
Scarps of Ditto	13 1/2	"						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	1 3/8	Copper	Transoms and throats of Hooks	1	Copper	Lower Pintle of the Rudder	3 5/8	Iron
Scarps of Keel	1	Iron	Arms of Hooks	1 1/4	Iron	Hold Beam	1 5/8	Iron
Floor Timber Bolts	1 1/4	Iron	Bolts thro' Bilge & Limber Strakes	1/2	Iron	Deck Beam		Iron
Kelson ditto	1 1/4	Iron	Batt End Bolts	3/4	Iron			Iron

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, consist of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of _____ and are _____ free from all defects. The Floors consist of _____ The First Footbooks of _____ Timber. The Second Footbooks of _____ The Third Footbooks of _____ The Top Timbers of all of Foreign White oak. The Shifts of the first and second Footbooks are not less than 4 1/6 N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 1/6. The Frame is well squared from the first Footbook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together to the Gunwale. N.B. If not, state how bolted. The Butts of the Timbers are _____ close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is not chocked with a Butt at each end of the chock. The Main Keelson is Foreign White oak and free from all defects. The False Keelson is F.W. oak. The Deck Beams consist of F.W. oak The Hold Beams of F.W. oak The Knees of F.W. oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is _____ From the above named Height to the Light Water Mark _____ } are all of Foreign White oak From the Light Water Mark to the Wales _____ The Wales and Black-strakes are _____ The Topsides _____ The Sheer-strakes _____ and Plank-sheers _____ The Water-ways _____ The Decks Batten fir State of Very good The Shifts of the Planking are not less than 3 1/2 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 stave between _____

Planking Inside.—The Limber-strakes are _____ the Bilge Planks _____ } all of Foreign White oak The Ceiling, Lower Hold, _____ Between Decks _____ Shelf Pieces _____ Clamps _____

Fastenings.—To Hold Beams Shelf & Waterways and 21 pairs of Iron keelson knees Deck Beams single wood lodging knees and 14 pairs of Iron keelson knees Number of Breasthooks 22 Points 1 Crutches 2 Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of Stripped How Made Copper General Quality of Workmanship Very good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature J. H. Ritchie

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

18103 Lon 633

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.	Inches.		N ^o .	Weight.
<i>trussant of best Canvas</i>	Fore Sails,	Chain	270 158	Bower,	1	25 1. 13
	Fore Top Sails,	Hempen Stream Cable			1	22 2. 15
	Fore Topmast Stay Sails,	Hawser	150 7 1/2	Stream,	1	8. 3
	Main Sails,	Towlines	100 6			
	Main Top Sails,	Warp	100 5	Kedge,	1	4. 2. 1
and	All of <u>good</u> quality.					

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

She has one Long Boat and three others & a life boat

The present state of the Windlass is patent Capstan two Rudder good Pumps two of iron

General Remarks—Statement and Date of Repairs.

This Vessel has been built at Muscul under Contract and Specification and Drawing made by Mr. Preston and under the Super vision of Mr. W. A. Bingham - The Materials are of the best of their kind and the workmanship is very carefully executed and she is well fastened and finished - I well found with stores of the best description and she is entitled to the very highest Class that the Materials will admit -
 at present new head & galleries fitted Caulked all over and the bottom sheathed with yellow Metal on zopere - she has been subjected to the requirements of Rules Section 51 -

If Sheathed, Doubled, Felted, or Coppered zopere When last done Feb. 1853

I am of opinion this Vessel should be Classed 1st

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

Special£ 2 : 2 : -

Certificate (if required)£ : 10 : -

Committee's Minute 29th March 1853

Character assigned 1st

Special 2. 2. 1

(Signatures: J. W. Ritchie, J. W. T. Murray)

