

No. 35 Survey held at London Date 23 Jan^y 20 June 1854
on the Ship "Myraul" Master R. A. Hunt
Tonnage Old 396 Built at London When built 1854 Launched June 10th
By whom built Bilbe & Co Owners Remington
Port belonging to London Destined Voyage Adelaide
If Surveyed while Building, Afloat, or in Dry Dock Bilbe's Dock Yard

Length aloft <i>between p^{er}s</i>	Feet. <i>150</i>	Inches. <i>0</i>	Extreme Breadth Outside	Feet. <i>29</i>	Inches. <i>0</i>	Depth of Hold	Feet. <i>17</i>	Inches. <i>11</i>
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE	<i>30 4 33</i>	Inches.	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	<i>sided 13</i>	Moulded	<i>15</i>	<i>11 3/4</i>	Keel to Bilge	<i>4</i>	Limber Strakes	<i>4</i>
1 st Foothooks	<i>" 12</i>	"	<i>15</i>	<i>11</i>	Bilge Planks	<i>4</i>	Bilge Planks	<i>4</i>
2 nd Ditto	<i>" 10 1/2</i>	"	<i>11 1/2</i>	<i>10</i>	Bilge to Wales	<i>4 to 5</i>	Ceiling in Flat	<i>3</i>
3 rd Ditto	<i>" 9</i>	"	<i>10 1/2</i>	<i>8</i>	Wales	<i>5</i>	Ditto Bilge to Clamp	<i>3</i>
Top Timbers	<i>" 9</i>	"	<i>9</i>	<i>6</i>	Topsides	<i>4 1/2</i>	Hold Beam Clamps	<i>4</i>
Deck Beams N ^o <i>4.9</i> } Average space }	<i>" 10</i>	"	<i>9</i>	<i>8</i>	Sheer Strakes	<i>4</i>	Deck Beam Ditto	<i>4</i>
Deck Beams, length amidships <i>26.6</i>	<i>"</i>	"	<i>"</i>	<i>"</i>	Plank Sheers	<i>4</i>	Ceiling 'twixt Decks	<i>3</i>
Hold Beams N ^o <i>4.6</i> } Average space }	<i>" 12</i>	"	<i>12 1/2</i>	<i>10 1/2</i>	Water-Ways { Upper Deck	<i>10</i>	Hold Beam Shelves	<i>12</i>
Hold Beams, length amidships	<i>"</i>	"	<i>"</i>	<i>"</i>	{ Lower Deck	<i>7</i>	Deck Beam Ditto	<i>10 1/2</i>
Keel	<i>7 1/2 in. " 14</i>	"	<i>16</i>	<i>"</i>	Upper Deck	<i>4</i>		
Scarphs of Ditto	<i>7 1/2 in. " 14</i>	"	<i>16 1/2</i>	<i>"</i>				
Keelsons	<i>7 1/2 in. " 14</i>	"	<i>"</i>	<i>"</i>				
Scarphs of Ditto	<i>7 1/2 in. " 14</i>	"	<i>"</i>	<i>"</i>				

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

Heel-Knee, and Deadwood abaft <u>1 1/2</u>	Copper Inches. <u>1 1/2</u> Iron Inches. <u>1 1/2</u>	Transoms and throats of Hooks <u>1 1/2</u>	Copper Inches. <u>1 1/2</u> Iron Inches. <u>1 1/2</u>	Waterway <u>1</u>	Copper Inches. <u>1</u> Iron Inches. <u>1</u>
Scarphs of Keel <u>N^o 8</u> <u>1 1/2</u>		Arms of Hooks		Hold Beam Bolts in Knees <u>1</u>	
Keelson Bolts through Keel at each Floor <u>1 1/2</u>		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors <u>7/8</u>		Shelf or Clamp <u>1</u>	
Bolts through Heels of Timbers against Deadwood <u>7/8</u>		Butt End Bolts <u>7/8</u>		Waterway <u>1</u>	
		Pintles of the Rudder <u>3/4</u>		Deck Beam Bolts in Knees <u>1 1/4</u>	
				Shelf or Clamp <u>1</u>	
				Treenails <u>1 1/2</u>	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 5 1/2 Inches.

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak and are well free from all defects.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 4 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 1/2

The Frame is well squared from the First Foothook Heads upwards, and well 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 3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main Keel is English Elm

The Main Keelson is Teak & 8 Oak and free from all defects. The False Keel is Elm

The Deck Beams consist of Teak & African The Hold Beams of Teak & African The Knees of Elm

Planking Outside.—From the Keel to the Height defined in Note to Table 2, or to the First Foothook Heads } the Plank is American Elm

From the above named Height to the Light Water Mark Teak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides Teak

The Sheer-strakes and Plank-sheers Teak The Water-ways { Upper Deck Teak

{ Lower Deck Teak

The Decks Santol Pine 2 1/2 in. from 5 to 6 State of good

The Shifts of the Planking are not less than 3 Feet 11 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 Teak The Bilge Planks Teak

The Ceiling, Lower Hold, Teak Between Decks Teak

Shelf Pieces Teak Clamps Teak

Fastenings.—To Hold Beams Iron knees and dowelled to W. Way & Shelf

Deck Beams Iron knees, and dowelled to W. Way & Shelf

Number of Breasthooks 6 Six Pointers four Crutches Two

Butts End Bolts are of 9 Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Strong Bark How Made Engain Turned

Thickstuff over Double Floors none bolted through and clenched. General Quality of Workmanship Very good

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

Builder's Signature Thomas Bilbe & Co Surveyor's Signature P. Maymouth

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

19223 Lon

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
2	Fore Sails,	Chain	270 1 1/2	1	21.2.13
2	Fore Top Sails,	Hempen Stream Cable		1	24.1.23
2	Fore Topmast Stay Sails,	Hawser	80 8	1	22.1.16
1	Main Sails,	Towlines	100 6		
2	Main Top Sails,	Warp	100 5 1/2	1	7.3.16
and		All of <u>Good</u> quality.		1	4.0.8
				1	2.0.19

Her Standing and Running Rigging are sufficient in size and good in quality.

She has one Long Boat and three others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good

General Remarks—Statement and Date of Repairs.

This vessel is framed on Mr. Bilby's principle, thus the timbers in the fore and after bodies are raked square to the body of the ship—

The material and workmanship are of the best quality, and in our opinion she is quite eligible to be classed 13 N. 1. being fastened with trenails and yellow metal bolts, to the entire exclusion of iron.—

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Paper When last done now new

I am of opinion this Vessel should be Classed 13 N. 1.

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

Special£ 27 : 6 : }

Certificate (if required)£ Gratis

Committee's Minute 12th Sept 1854

Character assigned 1 for 13 Years



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Foundation