

No. 19332 Survey held at London Date Jan²⁷ to Mar 13th 1855
 on the Ship Canning Master _____
 Tonnage Old 899 Built at Moulmein When built 1834 Launched March 1834
 By whom built J. B. Cousins Owners Somes Brothers
 Port belonging to London Destined Voyage Bombay
 If Surveyed while Building, Afloat, or in Dry Dock Canal Dry Dock & East India Dock

Length aloft	Feet. 136	Inches. 4	Extreme Breadth Outside	Feet. 31	Inches. 2	Depth of Hold	Feet. 22	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE	Inches. 30		Inches. Middle	Inches. Ends	Outside.		Inside.	
Floors	sided 15	Moulded	15	13	Keel to Bilge	5	Limber Strakes	3 in. 6
1 st Foothooks	13	"	13	11 1/2	Bilge Planks	5	Bilge Planks	6
2 nd Ditto	12 1/2	"	11 1/2	9	Bilge to Wales	5 1/2	Ceiling in Flat	4
3 rd Ditto	10	"	9 1/2	8	Wales	6	Ditto Bilge to Clamp	5
Top Timbers	11	"	11	9	Topsides	4	Hold Beam Clamps	6
Deck Beams N ^o 28	Average Space } 4.6	"	11 1/2	9	Sheer Strakes	5	Deck Beam Ditto	5 1/2
Deck Beams, length amidships	"	"	14	11	Plank Sheers	6	Ceiling 'twixt Decks	5 1/2
Hold Beams N ^o 27	Average Space } 4.3	"	14	11	Water-Ways { Upper Deck	14 x 10	Hold Beam Shelves	12 x 14
Hold Beams, length amidships	"	"	14	11	Lower Deck	12 x 6	Deck Beam Ditto	12 x 10 1/2
Keel	15	"	15	14	Upper Deck	3		
Scarphs of Ditto	16	"	17					
Keelsons		"						
Scarphs of Ditto		"						

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

Heel-Knee, and Deadwood abaft	Copper 1 1/2	Iron 3	Transoms and throats of Hooks	Copper 1 1/2	Iron 3	Waterway	Copper 1 1/2	Iron 3
Scarphs of Keel N ^o 3	1		Arms of Hooks	1 1/2		Hold Beam Bolts in	1 1/2	
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1		Shelf or Clamp	1 1/2	
Bolts through Heels of Timbers against Deadwood	not seen		Butt End Bolts	3/4		Deck Beam Bolts in	1	
			Pintles of the Rudder	3 3/4		Waterway	1	
						Knees	1	
						Shelf or Clamp		
						Treenails	none	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 12 Inches. The Space between the Top-Timbers is 8 1/2 Inches.

The Stem, and Stern Post, consist of Teak The Transoms, Aprons, Knight Heads, and Hawse Timbers of Teak Deadwood, of Teak where seen and are where seen free from all defects.

The Floors consist of Teak The First Foothooks of Teak Timber.

The Second Foothooks of Teak The Third Foothooks and Top Timbers of Teak

The Shifts of the First and Second Foothooks are not less than 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 well squared from the First Foothook Heads upwards, and where seen free from sap, and from thence downwards, the frame is good where seen

The alternate Frames are not seen bolted together to the Gunwale.

N. B. If not, state how bolted.

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

The Frame is not seen chocked with not seen Butt at each end of the chock. The Main Keel is Teak

The Main Keelson is Teak and not seen free from all defects. The False Keelson is Teak

The Deck Beams consist of Teak The Hold Beams of Teak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Teak

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 Teak the upper & part of the lower Deck also

State of Good

The Shifts of the Planking are not less than 6 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 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 Hanging and Lodging knees to each beam

Deck Beams Hanging & Staple Standard knees alternately to each Beam, and Lodging knees abreast of the mast all of Iron

Number of Breasthooks 5 of Iron & 2 of Wood Pointers Two Crutches Three

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

Bilge and Limber Strakes are bolted through and clenched.

Treenails of none How Made

Thickstuff over Double Floors are 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 Signature

Surveyor's Signature

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

19553 Lon

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight.
2	Fore Sails,	Chain	300	1 3	Bower,	3	37.1.15
2	Fore Top Sails,	Stream Chain	90	1 1/2			36.1.8
2	Fore Topmast Stay Sails,	Hempen Stream Cable	120	11	Stream,	1	12.1.10
1	Main Sails,	Hawser	120	9			
1	Main Top Sails,	Towlines	90	7	Kedge,	1	6.2.0
	and 13 others	Warp	90	7			
	Cour	All of <u>Good</u> quality.					

Her Standing and Running Rigging Hemp 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.

She has been surveyed according to the Rules Section 51 and found, as far as could be ascertained, to be built entirely of Teak and fastened with Yellow Metal bolts to the entire exclusion of ^{bolts or Iron nails} Iron from the keel upwards including the flat of upper Deck. The materials, fastenings, and workmanship appear to be of the best description, fully entitling her to be classed in our opinion 14 A. 1.

We have seen the Builder's Certificate for Registry which is signed by D. Tapley Surveyor, stating that the vessel was built under a Shed and more than twelve months building (also that she is entirely fastened with Copper thro' bolts to the poop and fore castle planksheer), which according to the Rules entitle her to an additional year. We are therefore of opinion she may be classed 15 A. 1. from March 1854.

If Sheathed, ~~Doubled~~, Felted, or Coppered Copper on Felt When last done 1854

I am of opinion this Vessel should be Classed 15 A. 1.

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

Special£ 4 : 4 : -

Certificate (if required)£ : : -

Committee's Minute 29th March 1855

Character assigned A 1 for 15 Years



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