

No. 1 Survey held at London Date Mar 31st to June 13th 1855
on the Ship "Result" Master John Cow
Tonnage Old New 1465 Built at Boston When built 1833 Launched
By whom built Hall Owners R Green & Co
Port belonging to London Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock Messrs Green's Dry Dock

Length abft <u>between Posts</u> <u>213</u> <u>0</u>	Feet. Inches.	Extreme Breadth <u>40</u> <u>4</u>	Feet. Inches.	Depth of Hold <u>26</u> <u>3</u>	Feet. Inches.
Scantlings of Timber.					
Room and Space <u>29</u>	Inches.	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors <u>12 1/2</u> Moulded	<u>13 1/2</u>	<u>12</u>		Outside.	
1 st Foothooks <u>12</u>		<u>16 1/2</u>	<u>11 3/4</u>	Keel to Bilge <u>6 to 5</u>	Inside.
2 nd Ditto <u>12</u>		<u>11 3/4</u>	<u>11 1/2</u>	Bilge Planks <u>5</u>	Limber Strakes <u>12</u>
3 rd Ditto <u>10</u>		<u>11 1/2</u>	<u>10</u>	Bilge to Wales <u>4 1/2</u>	Bilge Planks <u>12 to 11</u>
Top Timbers <u>10</u>		<u>10</u>	<u>7 1/4</u>	Wales <u>5</u>	Ceiling in Flat <u>4</u>
Deck Beams N ^o <u>43</u> Average Space <u>27</u>	<u>13 1/2</u>	<u>10</u>	<u>6</u>	Short Hoods <u>4</u>	Ditto Bilge to Clamp <u>8 to 10</u>
Hold Beams N ^o <u>39</u> Average Space <u>27</u>	<u>13</u>	<u>13 1/2</u>	<u>10 1/2</u>	Topsides <u>5</u>	Hold Beam Clamps <u>12</u>
Keel <u>16</u>	<u>16</u>	<u>13 1/2</u>	<u>9 1/2</u>	Sheer Strakes <u>5</u>	Deck Beam Ditto <u>6</u>
Keelsons <u>16</u>	<u>16</u>	<u>10</u>	<u>10</u>	Plank Sheers <u>7</u>	Ceiling 'twixt Decks <u>6</u>
Scarp of Ditto <u>4 1/2</u>	<u>16</u>	<u>14</u>	<u>15 and 16</u>	Water-Ways <u>10 1/2 to 12</u>	Hold Beam Shelves <u>None</u>
				Upper Deck <u>3 1/2</u>	Deck Beam Ditto <u>None</u>

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

Heel-Knee, and Deadwood abaft <u>1 1/2</u>	Copper Inches. <u>1 1/2</u>	Iron Inches. <u>1 1/4</u>	Transoms and throats of Hooks <u>1 1/4</u>	Copper Inches. <u>1 1/4</u>	Iron Inches. <u>1 1/4</u>	Lower Pintle of the Rudder <u>3 1/4</u>	Copper Inches. <u>3 1/4</u>	Iron Inches. <u>3 1/4</u>
Scarp of Keel <u>1 1/2</u>	<u>1 1/2</u>		Arms of Hooks <u>1 1/4</u>	<u>1 1/4</u>		Hold Beam <u>1 1/4</u>	<u>1 1/4</u>	
Floor Timber Bolts <u>1 3/8</u>	<u>1 3/8</u>		Bolts thro' Bilge & Limber Strakes <u>7/8</u>	<u>7/8</u>		Deck Beam <u>1 1/8</u>	<u>1 1/8</u>	
Kelson ditto <u>1 3/8</u>	<u>1 3/8</u>		Butt End Bolts <u>7/8</u>	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 3/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, consist of American Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of American Oak and are free from all defects. The Floors consist of American Oak The First Foothooks of American Oak Timber. The Second Foothooks of American Oak The Third Foothooks of American Oak The Top Timbers of American Oak 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 squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good where seen The alternate Frames are 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 chocked with Butt at each end of the chock. The Main Keelson is Pitch Pine and free from all defects. The False Keelson is Pitch Pine The Deck Beams consist of Pitch Pine The Hold Beams of Pitch Pine The Knees of Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Pitch Pine & American Elm From the above named Height to the Light Water Mark Pitch Pine From the Light Water Mark to the Wales Pitch Pine The Wales and Black-strakes are Pitch Pine The Topsides Pitch Pine The Sheer-strakes Pitch Pine and Plank-sheers Pitch Pine The Water-ways Pitch Pine The Decks Yellow Pine State of Good The Shifts of the Planking are not less than 4 1/2 Feet 11 1/2 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 & two between

Planking Inside.—The Limber-strakes are Pitch Pine the Bilge Planks Pitch Pine The Ceiling, Lower Hold, Pitch Pine Between Decks Pitch Pine Shelf Pieces None Clamps Pitch Pine

Fastenings.—To Hold Beams wood lodging knees of Oak and Iron knee riders Deck Beams wood lodging & hanging knees and Iron hanging knees Main Deck as the upper deck Number of Breasthooks 3 wood & 3 Iron Pointers Crutches Two Iron & three wood Butts End Bolts are of Copper & 1/2 in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes Galvanized bolted through and clenched. Treenails of Locust & 1/2 How Made Rooted 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.

19750 ton

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .			Fathoms.	Inches.		N ^o .	Weight, Cwt.
<i>Two sails</i>	Fore Sails,	Chain	300	1 1/2	Bower,	3	45.0
	Fore Top Sails,	Hempen Stream Cable	120	10			
	Fore Topmast Stay Sails,	Hawser	100	10	Stream,	1	16.0
	Main Sails,	Towlines <i>Two of</i>	60	7			
	Main Top Sails,	Warp			Kedge,	1	5.0
and		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 four others

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Two new, Redpath's Patent

General Remarks—Statement and Date of Repairs.

Now done.—Yellow Metal stripped off the bottom, the Garboard Strake (which was only the same thickness as the bottom plank) taken out and a thick Garboard introduced of American Elm 1 1/2 thick, cross bolted with 1 1/2 Yellow Metal bolts and up and down thro' bolts of Yellow Metal. A pair of large Donetail Metal plates fitted to the hull of stem post, connecting it with the keel, bolted with 15 bolts of 1 1/2 in. the whole of the outside planking thro' treenailed with 1 1/4 & 1 1/2 English Oak and Locust wood treenails; the thick spirketting strakes of Main and Orlop Decks thro' bolted, the Main Deck with 1 1/2 Iron bolts and the Orlop with 1 Yellow Metal: Eleven pitch pine beams added to the Main deck and thirteen to the upper with Iron hanging knees to each, the upper Deck knees bolted with 1 1/2 and 1 1/2 Iron bolts and the Main deck with 1 1/4 and 1 1/2 Iron and Yellow Metal bolts, the Yellow Metal being used below the Metal sheathing line; Five inch African and English Oak Cross Trussing introduced between the Orlop spirketting and the Main Deck wood lodging knees extending all fore and aft, thro' bolted with 1 1/4 & 1 1/2 Yellow Metal and Iron bolts, the Yellow Metal bolts being used below the Metal line; Ten pair of Iron knee riders introduced to the Orlop beams extending diagonally down to the thick stuff at the bilge; Three Iron Hooks and two Crutches introduced, bolted with 1 1/4 & 1 1/2 bolts, the original Hooks and Crutches additionally bolted; Slupers fitted on each side of the keelson to the fore and Main Masts with large Oak cross steps; the fore Cross step is formed of two thwartship pieces, extending from side to side of the ship and bolted thro' the bottom: The fore and Main Masts shortened and the second Topsail Yard to each mast dispensed with; a pair of Redpath's Patent pumps fitted (6): The vessel Caulked throughout and the bottom sheathed with Yellow Metal on paper.

She has been opened at the bilge and in the tween decks in accordance with the Rules, Section 51. her bottom is thick and wales thinner than the Rules require, the moulding of the Timbers is also less than prescribed by the Rules; but we think the deficiencies are more than compensated for by the very thick spirketting, bilge planks, and the thick inside planking.

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

We ~~are~~ of opinion this Vessel should be Classed 7 Years 1. from 1853—

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

Special£ 5: 5: —

Certificate (if required)£ : 5: —

Committee's Minute 19th Decr 1853

Character assigned 1 for 7 Years



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