

LON 42

No. Survey held at London Date 27 September 1853
on the Ship Morayshire Master J. Mathers
Tonnage Old Built at Moulmeen When built 1853 Launched 23rd July
By whom built Owners J. Dunbar
Port belonging to London Destined Voyage Sydney
If Surveyed while Building, Afloat, or in Dry Dock in James Dry Dock & afloat

Length aloft	Feet. 145	Inches. 2	Extreme Breadth	Feet. 28	Inches. 9	Depth of Hold	Feet. 19	Inches. 10	
Scantlings of Timber.			Thickness of Plank.						
TIMBER AND SPACE			Outside.			Inside.			
Floors	Single sided	10	Moulded	14		Keel to Bilge	4	Limber Strakes	4 1/2
1st Foothooks	under Keel	10	"	"		Bilge Planks	4	Bilge Planks	5 1/2
2nd Ditto	"	9 1/2 - 10	"	"		Bilge to Wales	4 1/2	Ceiling in Flat	4 1/2
3rd Ditto	"	"	"	"		Wales	6 1/2	Ditto Bilge to Clamp	4
Top Timbers	"	8 1/2 to 10	"	Gun 6 3/8		Topsides	4	Hold Beam Clamps	2 1/2 to 5 1/2
Deck Beams N° 2	Average Space } 4 F 6 3/4	11 to 11 1/2	"	10	8 3/4	Sheer Strakes	5 1/2	Deck Beam Ditto	"
Deck Beams, length amidships	"	"	"	12	12	Plank Sheers	5 1/2	Ceiling 'twixt Decks	4 to 5
Hold Beams N° 2	Average Space } under each DB = 13	"	"	"	"	Water-Ways	Upper Deck 9 - Lower Deck 13	Hold Beam Shelves	"
Hold Beams, length amidships	"	"	"	"	"	Upper Deck	3	Deck Beam Ditto	"
Keel	"	12 1/2	"	8 1/2 under	"	Lower "	3 -		"
Scarphs of Ditto	"	"	"	5 - narrow	"				"
Keelsons	"	14 3/4	"	14 1/2	"				"
Scarphs of Ditto	"	13 3/4	"	15 1/2	"				"

Side - Halves over Floors near ends

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

Heel-Knee, and Deadwood abaft	Copper 13/8	Iron 1 1/4	Transoms and throats of Hooks	Copper 1 3/8	Iron 1 1/4	Hold Beam Bolts in	Waterway .. 1 1/2	Iron 1 1/2
Scarphs of Keel	"	"	Arms of Hooks	"	"	Knees ..	1 1/4	1 1/4
Keelson Bolts through Keel at each Floor	"	"	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	"	"	Shelf or Clamp	1 1/2	1 1/2
Bolts through Heels of Timbers against Deadwood	"	"	Butt End Bolts	"	"	Deck Beam Bolts in	Waterway .. 2 0	2 0
			Pintles of the Rudder	3 1/2	"	Knees ..		
						Shelf or Clamp		
						Treenails	None	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is close Inches. The Space between the Top-Timbers is 16 1/2 Inches.
The Stem, and Stern Post, consist of Teak between frames 3 to 6 1/2. The Transoms, Aprons, Knight Heads, and Hawse Timbers of Teak Deadwood, of and are 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 N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are
The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is squares

The alternate Frames are 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 of the entire moulding at that place.
The Frame is choaked with Butt at each end of the chock. The Main Keel is Teak
The Main Keelson is Teak and is free from all defects. The False Keelson is
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
The Decks Teak Lower Deck }
State of Good
The Shifts of the Planking are not less than 5 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 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 Knee at each Beam end & Staple Laid
Knee in Mast rooms
Deck Beams Iron Hanging Knee at each Beam end with Iron Staple Laid
Knee in Mast rooms
Number of Breasthooks 6 for under M^d clack Pointers Crutches 1 Iron
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes per rule bolted through and clenched. Treenails of Iron How Made
Thickstuff over Double Floors 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 James Alexander

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

19953 Lor

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
<i>well found</i> and	Fore Sails,	Chain	270 1 ¹¹ / ₁₆	Bower,	3 35 cut
	Fore Top Sails,	<i>Iron</i> Hempen Stream Cable	80 3/4		35 0
	Fore Topmast Stay Sails,	Hawser	120 9	Stream,	1 16.1 -
	Main Sails,	Towlines	90 7 ¹ / ₂		
	Main Top Sails,	Warp	80 6	Kedge,	3 10.9 7
		All of <u>best</u> quality.	120 5		10

Her Standing and Running Rigging are complete sufficient in size and — in quality.

She has One Long Boat and 3 other Boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 3 small Good
filled with purchase 2 are new

General Remarks—Statement and Date of Repairs.

This Vessel is entirely composed of Teak and certified to have been built under a roof—the time &c occupied therein not given

Is built with full Poop about Forty feet in length and a Top Gallant Forecastle—square sterned formed without transoms—the Beams of the various decks are connected at ends to heavy sunk Waterways & Shelves—with an Iron Hanging Knee to each end of the Main & Lower Deck Beams and 5 pair to poop—

The workmanship throughout appears good and the planking well fastened with a due proportion of it passing through

Has now been specially opened in accordance with Rule Section 57—

also to ascertain the cause of a leak—has had the Metal & Wood sheathing entirely stripped off—Hung in shores. Caulked from Keel to upper part of Masts re-sheathed with 1¹/₂ Baltic Fir over felt & Gal^d Metal renewed.— & in addition applied 1 pair Iron pointers & 1 Crutch aft fast with 1¹/₂ Copper & 1 pair Knee Rides fore. Rudder braces & bands through bolted with Copper 2 new Metal pumps. Decks Caulked & also Iron Lodging Knees applied in the Mast rooms of Upper & Lower Deck.

If Sheathed, Doubled, Felted, or Coppered filled & Sheathed & Y.M. When last done Now

I am of opinion this Vessel should be Classed 12 A.1-

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

Special£ 2 : 2 : — *TH*

Certificate (if required)£ : 5 : — *TH*

Committee's Minute 5th October 185 5

Character assigned 12 A.1

13th October

I have the figure 117A



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