

No. 21088 Survey held at London Date April 29th June 1st 1853
on the Ship "Her Majesty" Master J. L. Penne
Tonnage Old New Act 1112 03 Built at Howrah in the Province of Bengal near Calcutta When built of built launched
By whom built Peeres Owners Edmon & Co
Port belonging to London Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock Fletcher, dry dock and E. I. dock

Length aloft	205	Feet.	6	Inches.	Extreme Breadth Outside	34	Feet.	6	Inches.	Depth of Hold	22	Feet.	0	Inches.
Thickness of Plank.														
Scantlings of Timber.														
TIMBER AND SPACE														
Floors	10	20	15 1/2	14 1/2	14 1/2	13 1/4								
1st Foothooks	10	19	15	13 1/4	13 1/4									
2nd Ditto	10	14 1/2	12	12 1/4										
3rd Ditto	10	12	10	11 1/4										
Top Timbers	9 1/2	11	7 1/2	11 1/4	7 1/4									
Deck { N° 37 Average Space }	12	10 1/2	8	9 3/4	9 3/4	8 1/2								
Beams)	32	Feet												
Deck Beams, length amidships	13	12	12	13 1/2	13 1/2	11 1/2								
Hold { N° 33 Average Space }	32	Feet												
Beams)	15	15	15	15 1/2	15 1/2	15 1/2								
Hold Beams, length amidships	15	15	15	15 1/2	15 1/2	15 1/2								
Keel	6	Feet												
Scarphs of Ditto	17	19												
Keelsons	17	19												
Scarphs of Ditto	17	19												

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.
Heel-Knee, and Deadwood abaft not seen
Scarphs of Keel.....N°. where seen
Keelson Bolts through Keel at each Floor 1 3/8 1/4
Bolts through Heels of Timbers against Deadwood not seen
Transoms and throats of Hooks 1 1/2 1/4
Arms of Hooks 1 1/2 1/4
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors 1 1
Butt End Bolts 1 1
Pintles of the Rudder 3 1/2 3/2
Waterway 1 1/8 1 3/16
Hold Beam Bolts in Knees 1 1/8 1 3/16
Shelf or Clamp 1 1/8 1 3/16
Waterway 1 1/8 1 3/16
Deck Beam Bolts in Knees 1 1
Shelf or Clamp 1 1
Nails or Bolts in Flat of Deck Iron
TreenailsInches wholly iron fasteners

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.
The Floors consist of Saul The First Foothooks of Saul
The Second Foothooks of Saul The Third Foothooks and Top Timbers of Seal
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 where seen well

The Frame is squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is where seen very square
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 chocked with Butt at each end of the chock. The Main piece of Rudder is Seal
The Main Keelson is and top to 4th is of Seal and free from all defects. The Main piece of Windlass is Saul
The Stem, and Stern Post, consist of Seal The Transoms, Aprons, Knight Heads, and
Hawse Timbers & where seen are of Seal Deadwood, & not seen and are free from all defects.

The Deck and Hold Beams consist of Seal The Breasthooks of Iron, and The Knees of Iron
Planking Outside.—From the Keel to the Height defined in Note to Table A word in way of deck Seal
or to the First Foothook Heads the Plank is Seal
From the above named Height to the Light Water Mark Seal
From the Light Water Mark to the Wales Seal Seal
The Wales and Black-strakes are Seal The Topsides Seal
The Sheer-strakes and Plank-sheers Seal The Water-ways { Upper Deck 2 Seal
Lower Deck } Seal
The Decks upper and lower of Seal State of very good
The Shifts of the Planking are not less than 5 to 6 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 3 between, and without step-buttng.

Planking Inside.—The Limber-strakes and Bilge-strakes are Seal
The Ceiling, Lower Hold, and between Decks Seal Shelf Pieces and Clamps Seal
Fastenings.—To Hold Beams Waterway and shelf and 31 pairs of Iron hanging knees and 3 pairs of Iron lodging knees in way of each mast.

Deck Beams Waterway and shelf and 33 pairs of Iron hanging knees and 3 pairs of Iron lodging knees in way of masts
Number of Breasthooks 3 of Iron in the lower hold Pointers two pairs of wood Crutches one of Iron in the lower hold
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of resal iron fasteners How Made
Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given
Builder's Signature Surveyor's Signature

LON 638-0284

210888 Ler
Her Masts, Yards, &c. are in condition, and sufficient in size and length.

See next Report

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
	Fore Sails,	Chain	New 90-1 7/8		
	Fore Top Sails,	Hempen Stream Cable	210-1 7/8	3	549 Cwt
	Fore Topmast Stay Sails,	Hawser	1 9 1/2		40 Cwt
	Main Sails,	Towlines	1		40 -
	Main Top Sails,	Warp	1 6 1/2		
	and	All of	good quality.		

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

She has one Long Boat and two others

The present state of the Windlass is good Capstan good Rudder good Pumps of Iron

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed
- 2nd. When the Beams are put in, &c.
- 3rd. { When completed, and before the plank be painted or payed }

Now done in accordance with the Rules Sec^t 51 the vessel placed in dry dock and listings cut all fore and aft on each side in Hold and in the Tween deck so as to expose the frame. - Work now done, with a view to classing: - The whole of the yellow-metal and wood sheathing stripped off the bottom and about 2000 through bolts of iron driven where a deficiency was found in the same and upper works; the whole of the butts where not through bolted have now been done also about 1000 short iron bolts driven in ceiling iron lodging knees fitted in way of mast-rooms to upper and lower deck, a pair of iron standard knees fitted at the after part of fore castle and a pair of staple d^t fitted at the front of poop, flange plate of iron fitted to Rudder head on the Poop, 5 bolts of 1 3/8 iron driven through apron and stem; several holes drilled in iron knees to upper deck beam and extra bolted with iron, after piece of false keel renewed, caulked from keel to metal line also the butts and partially in seams of upper works, bottom wood sheathed on feet to the lower part of wales and yellow-metal over. This vessel is fitted with 12 pairs of diagonal iron Riders and overlapping the Hold beam knees, the same also extend so as to take two bolts in a substantial part of the floor, she is wholly fastened with iron, and the workmanship generally so her scantlings will be seen to vary from those given in the Rules Table B but where a deficiency is seen it is fully compensated for by other excesses and thereby admits of her being favourably considered for the class recommended.

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered wood sheathed on feet to lower part of wales and yellow metal over When last done now done

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

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

Special£ 5 : 5 : -

Certificate£ : 5 : -

Committee's Minute 2nd June 1857

Character assigned Δ 1 for 12 Years