

No. 22670 Survey held at London Date May 13th to September 30th 1859
on the Ship "Pincelles" Master James Sidmarsh
Tonnage Old New 903 ⁸³/₁₀₀ Built at Moulmein When built 1838 Launched
By whom built Messrs D. Dunbar & Son Owners Messrs D. Dunbar & Son
Port belonging to London Destined Voyage
Surveyed while Building, Afloat, and in Dry Dock Victoria & East India Dock & Canal Dry Dock

Length aloft	Feet. 172	Inches. 0	Extreme Breadth Outside	Feet. 30	Inches. 8	Depth of Hold	Feet. 23	Inches. 0
Thickness of Plank.								
Scantlings of Timber.			Outside.			Inside.		
TIMBER AND SPACE			Garboard Strakes ..			Limber Strakes		
Floors	12 1/2	13 1/2	13 1/2	13	12 1/2	Bilge Planks	4 1/2	5
1 st Foothooks	11 1/2	12 1/2	13 1/2			Ceiling in Flat	4 3/4	3 1/2
2 nd Ditto	11 1/2	11 1/2				Ditto Bilge to Clamp	4 5/8	3 1/2
3 rd Ditto	10 1/2	10 1/2				Hold Beam Clamps ..	5 1/2	4 1/2
Top Timbers	10 1/2	8 1/2	9 3/4	7		Deck Beam Ditto ..	4 1/2	3 1/2
Deck Beams	N ^o 30	Average Space 4 1/4	10 1/2	10 1/2	9 1/2	Ceiling 'twixt Decks	4 1/2	2 3/4
Deck Beams, length amidships	28 1/2					Hold Beam Shelves ..	12 x 15	12 3/4 x 10 3/4
Hold Beams	N ^o 28	Average Space 4 1/3	14	13	11 1/4	Deck Beam Ditto	12 3/4 x 10 3/4	9 x 7 1/2
Hold Beams, length amidships	29 1/2							
Keel	15	not seen	15	15				
Scarp of Ditto	not seen							
Keelsons	16	16 1/2		16	16			
Scarp of Ditto	7 1/2		7 1/2	3				
Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.								
5-Fulcrum	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.
Heel-Knee, & Deadw'd abaft	—	1 1/2	1 3/16	Transoms and throats of Hooks	—	1 3/8	Hold Beam	Waterway ..
Scarp of Keel, N ^o not seen	—	1 3/8	1 3/16	Arms of Hooks	—	1 1/4	Bolts in	Knees
Keelson Bolts through Keel	—	1 3/8	1 3/16	Thro' Bilge & Limber Strakes	—	1 1/8	Deck Beam	Waterway ..
at each Floor	—	1 3/8	1 3/16	Thickstuff over Double Floors	—	1	Bolts in	Knees
Bolts thro' Heels of Timbers	not seen			Butt End Bolts	—	1		Shelf or Clamp
against Deadwood	not seen			Pintles of the Rudder	3 3/4	3 1/4	Nails or Bolts in Flat of Deck	Treenails

Timbering.—The Space between the Floor Timbers and Lower Foothooks is close inches. The Space between the Top-Timbers is 1 1/2 inches.
The Floors consist of Scab The First Foothooks of Scab
The Second Foothooks of Scab The Third Foothooks and Top Timbers of Scab
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 quite 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 piece of Rudder is Scab of Windlass is Scab
The Keel is Scab The Main Keelson is Scab and is free from all defects.
The Stem, and Stern Post of Scab The Transoms, Knight Heads, Hawse Timbers, and Aprons of Scab Deadwood, of Scab and are — free from all defects.
The Deck and Hold Beams of Scab The Breasthooks of Wood, Scab The Knees of Iron
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Scab, where seen
or to the First Foothook Heads }
From the above named Height to the Light Water Mark Scab where seen
From the Light Water Mark to the Wales Scab where seen
The Wales and Black-strakes are Scab The Topsides & Sheer-strakes Scab
The Spirketting and Plank-sheers Scab The Water-ways { Upper Deck Scab
Lower Deck Scab
The Decks Scab State of Good
The Shifts of the Planking are not less than 5 Feet 6 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, and without step-butting
Planking Inside.—The Limber-strakes and Bilge-strakes are Scab
The Ceiling, Lower Hold, and between Decks Scab Shelf Pieces and Clamps Scab
Fastenings.—To Hold Beams Shelves Waterways, Iron hanging knees and
lodging knees of Iron in the mast-spaces—Iron hanging knee to
each beam end }
Deck Beams Shelves Waterways, Iron hanging knees to each beam
and lodging knees of Iron in the mast-spaces—
Number of Breasthooks 7 of Scab, two of Iron Pointers not required Crutches Scab of Scab
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 Iron bolts How Made 2019
Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship Very good where seen
We certify that the above is a correct description of the several particulars therein given
Builder's Signature Surveyor's Signature J. Sidmarsh

100641-0339

22670 *Lora*
Her Masts, Yards, &c. are in *good* condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .			Fathoms. Inches.	N ^o .	Weight.
<i>Two Sails</i>	Fore Sails,	Chain	300 1 3/8	Bower,	1 39.0
	Fore Top Sails,	Hempen Stream Cable	90 10	Stream,	1 38.2
	Fore Topmast Stay Sails,	Hawser	120 9		1 29.0
	Main Sails,	Towlines	120 8		1 12.2
	Main Top Sails,	Warp		Kedge,	1 8.1.4
and		All of <i>good</i> quality.			1 small

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

She has *one* Long Boat and *4 others*

The present state of the Windlass is *good* Capstan *good* Rudder *good* Pumps *Two of 8. Metal Churn*

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	<i>Not surveyed while building</i>
2nd. When the Beams are put in, &c.	<i>She is said to have been commenced in 1836</i>
3rd. { When completed, and before the plank be painted or payed }	

She has been surveyed according to the Rules Section 31, appears to be well built, and the materials whenever seen are of the best description -

Twenty two pairs of Iron Riders have now been introduced and bolted with 1 1/2 Iron bolts, averaging about 16 apart. Her lower deck is 4 thick, and both upper and lower decks have bending strakes let down an inch over the beams. The hooks and Crutches in the Hold have been additionally bolted; the Prop and Forecastle beams have been efficiently secured with braces. She has been thoroughly overhauled, and every thing necessary done for Classification -

We beg respectfully to submit that her Materials entitle her to the 12 A class, and according to the appended Certificate she has claim to another Year for having been built under a Roof as prescribed by Section 32. We therefore recommend her for the 13 A. 1. Class -

Present condition of Caulking of Bottom, *tested good when* Deck, *Good* and Waterways *Good*
with Sheath on Churnam
& Sheathed, *Dressed, Faked, or Coppered* and *yellow painted on Deck* When last done *1838*

We are
I am of opinion this Vessel should be Classed *13 A. 1.*

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

Special£ 5 : 5 : -

Certificate£ : 5 : -

Committee's Minute *30th Sept 1854*

Character assigned *A 1 for 13 Years*

record



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