

No. 274 Survey held at Newport Monmouth Date January 6th 1845
on the Barge 'Lusitania' Master F. E. Konapka
Tonnage 284 Built at Walgust When built in the year 1829
By whom built " Owners Christiansen & Laurson
Port belonging to Hamburg Destined Voyage to St Thomas West-India
If Surveyed Afloat or in Dry Dock in the Newport Floating Dock

Length aloft	90 7	Extreme Breadth	26 0	Depth of Hold	15 7
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each	12	Outside.	Inside.	
Floors	12 to 24 sided	10	Keel to Bilge	Foot Waling	3 1/2
1st Foothooks	from 9 to 10	10	Bilge Planks	Bilge Planks	4
2nd Ditto	from 9 to 10	10	Bilge to Wales	Ceiling in Flat	3
3rd Ditto	from 7 1/2 to 9	9 1/2	Wales	Ditto Bilge to Clamp	2 1/2
Top Timbers	from 7 1/2 to 9	9	Topsides	Hold Beam Clamps	3 1/2
Deck Beams	N° of 22	10	Sheer Strakes	Deck Beam Ditto	3 1/2
Hold Beams	N° of 15	10	Plank Sheers	Ceiling 'twixt Decks	2
Keel	12	12	Water-Ways	Hold Beam Shelves	None
Kelsons	12	12	Upper Deck	Deck Beam Ditto	None
Size of Bolts in Fastenings.			Iron.		
Copper.			Copper.		
Heel-Knee, and Dead Wood abaft	1 1/2		Bolts thro' the Bilge and Foot Waling	Hold Beam	1
Scarpings of Keel	N°.		Butt End Bolts	Deck Beam	1/8
Floor Timber Bolts	1		Lower Pintle of the Rudder		
Kelson ditto	1				
Transoms and throats of Hooks	1				
Arms of Hooks	1/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, are composed of Foreign Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Foreign Oak and are all free from all defects. when the sun The Floors and first Foothooks are composed of Foreign Oak Timber. The other Foothooks and Top Timbers of Foreign Oak 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 when to be seen on the openings from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is very good The alternate Frames are all bolted together. 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 Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Foreign Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Foreign Oak From the first Foothook Heads to the Light Water Mark of Foreign Oak From the Light Water Mark to the Wales of Foreign Oak The Wales and Black-strakes are of Foreign Oak The Topsides of Foreign Oak The Sheer-strakes and Plank-sheers of Foreign Oak The Water-ways of Foreign Oak The Decks of Battic For 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 3 Strakes & 2 Strakes between

Planking Inside.—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak The Ceiling, Lower Hold, of Foreign Oak Between Decks of Foreign Oak Shelf Pieces of Clamps of Foreign Oak

Fastenings.—To Hold Beams Wood Lodging Keys One to each Beam end Foreign Oak Deck Beams Wood Hanging Nails Two to each Beam end Foreign Oak Number of Breasthooks 7 Wood F.O. Pointers None Crutches 2 Wood Foreign Oak Butts End Bolts are of Copper in the Bottom, and Copper Bolt in each Butt End through and clenched. Bilge and Footwaling Copper 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 Name

Surveyor's Name Henry Haynes

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 .		
2	Fore Sails,	200	Chain	1 1/2	3	Bower, One 13-0-0 One 11-0-0	
2	Fore Top Sails,	80	Hempen Stream Cable	1 1/2	1	Stream, One 7-0-0	
2	Fore Topmast Stay Sails,	120	Hawser	4 1/2	2	Kedge, One 2-3-0 One 1-0-0	
2	Main Sails,	100	Towlines	7			
2	Main Top Sails,	120	Warp	3 1/2			
and Two Mencers & 1 Mizer			All of good quality.				
4 2 Gitts.							

Her Standing and Running Rigging all well fitted sufficient in size and good in quality.

She has One Long Boat and One Skiff and One Jolly Boat

The present state of the Windlass is good Capstan good and Rudder good
Fitted with Harrison's Patent
purchase

General Remarks—Statement and Date of Repairs.

This vessel has lately had some repairs, part New Deck, &c. at Copenhagen, as appears by a Certificate from the Lloyd's Agent at that place. She was then thoroughly caulked all over, Papered and Coppered to the Wale, in November 1844. She is now in a good and efficient state of repair, fit for the conveyance of dry and perishable cargoes to and from all parts of the World, I recommend her to be Classed *A. 1.

If Sheathed, Doubled, Papero and or Coppered to the Wale When last done in November 1844

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

The Amount of the Fee.....£ 3 : 0 : 0 is received by me, Henry Haynes
Certificate 10-0-0
Special£ : :

Committee's Minute 10 January 1845

Character assigned A. 1.

Ant Crew 17 men

Classed *A. 1.

Henry Haynes

A Certificate signed



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