

No. 4770 Survey held at Newcastle Date July 10th 1851
on the Ship Marchioness of Londonderry Master John Young
Tonnage 675 ^{Net 670} Built at Newcastle When built 1851
By whom built William Oliver Owners George Marshall
Port belonging to London Destined Voyage Calcutta

If Surveyed Afloat or in Dry Dock On the Slip while Building Launched May 17th

Length aloft 46 ^{Feet.} 3 ^{Inches.} Extreme Breadth 28 ^{Feet.} 2 ^{Inches.} Depth of Hold 20 ^{Feet.} 9 ^{Inches.}

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	13	Moulded	13 12 1/2	Keel to Bilge	4	Limber Strakes	5
1 st Foothooks.....	12	"	12 1/2 12 1/4	Bilge Planks.....	5	Bilge Planks.....	5
2 nd Ditto.....	11 1/2	"	10 3/4 10 1/2	Bilge to Wales.....	4 1/2	Ceiling in Flat.....	4
3 rd Ditto.....	11	"	10 1/2 10 1/4	Wales.....	5 1/4	Ditto Bilge to Clamp.....	4
Top Timbers.....	9 1/2	"	10 9 8	Topsides.....	4	Hold Beam Clamps.....	4
Deck Beams N ^o <u>28</u> Average Space } <u>4 ft 6 in</u> <u>4 ft 1 in</u>	10 1/2	"	10 1/2 8	Sheer Strakes.....	4 1/2	Deck Beam Ditto.....	4
Hold Beams N ^o <u>25</u> Average Space } <u>4 ft</u> <u>4 ft</u>	14	"	14 11	Plank Sheers.....	4 1/4	Ceiling 'twixt Decks.....	4
Keel.....	13 1/2	"	16 16	Water-Ways.....	6 1/2 8 1/2	Hold Beam Shelves.....	6
Kelsons.....	16 1/2	"	16 1/4 14	Upper Deck.....	3 1/2	Deck Beam Ditto.....	11

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/4 1 3/16	Copper or Iron.		Hold Beam.....	1 1/8
Scarp of Keel.....N ^o 10	17/16	Bolts thro' the Bilge and Limber Strakes.....	1 1/8	Deck Beam.....	1 1/8
Floor Timber Bolts.....	19/16	Butt End Bolts.....	1 1/8		
Kelson ditto.....	19/16	Lower Pintle of the Rudder.....	1 1/4		
Transoms and throats of Hooks.....	1 1/8	N.B. Yellow Metal throughout.			
Arms of Hooks.....	1 1/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 3 1/4 5 Inches. The Stem, Stern Post, are composed of East India Teak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of East India Teak and are — free from all defects.

The Floors and first Foothooks are composed of English Oak Morrah & 3 of Greenheart Timber.

The other Foothooks and Top Timbers of English Oak & East India Teak.

The Shifts of the first and second Foothooks are not less than 4 ft 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficient

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is well squared

The alternate Frames are — bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is — chocked with a Butt at each end of the chock.

The Main Kelson is composed of Afric Oak Greenheart & Morrah and the False Kelson of Greenheart & Morrah

The Scarphs of the Kelsons are not less than 7 feet 14 inches.

The Deck and Hold Beams are composed of East India Teak & two of Greenheart N. B. The Elm is now as per Rule.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Rock Elm Teak & 2 1/2 Oak

From the first Foothook Heads to the Light Water Mark of Danzik Oak & Teak.

From the Light Water Mark to the Wales of Afric Oak East India Teak & Greenheart

The Wales and Black-strakes are of East India Teak Afric Oak & Greenheart The Topsides of Afric Oak & East India Teak.

The Sheer-strakes and Plank-sheers of Afric Oak & East India Teak The Water-ways of East India Teak.

The Decks of Yellow Pine fastened with Yellow Metal dunnage State of them New & efft

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 Strakes between

Planking Inside.—The Limber-strakes are composed of East India Teak the Bilge Planks of East India Teak

The Ceiling, Lower Hold, of East India Teak Between Decks of East India Teak

Shelf Pieces of East India Teak Clamps of Do Do Do

Fastenings.—To Hold Beams 44 Pairs of dove tailed Iron knees sunk in flush to the Sides of the Beams and well bolted fore and aft & with 4 Bolts passing through Shelf Waterways & the Sides. Also 21 Pairs of Vertical Iron knees of a good length 10 Pairs running down to the floor heads.

Deck Beams 52 Pairs of dove tailed Iron knees. let into the Sides of the Beams flush. And 25 Pairs of Iron Vertical knees.

Number of Breasthooks 5 of Wood & 3 of Iron Pointers One pair of Iron Crutches Two of Iron & Transoms Keels of Country Timbers well secured

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched.

General Quality of Workmanship Very fair

Treenails of well seasoned wood, & equal in quality to the stuff thro' which they pass and Engine turned.

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.

*Main Mast Fore Mast & Mizen Mast
in N India Deep*

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	275	Chain	1 5/8	3	Bower,	31" 1" 27
2	Fore Top Sails,	"	Hempen Stream Cable	1 1/16	1	Stream,	29" 3" 19
2	Fore Topmast Stay Sails,	90	Cham	"	1	Kedge,	27" 0" 7
2	Main Sails,	90	Hawser	7/8			7" 3" 12
2	Main Top Sails,	90	Towlines	8 1/2			5" 3" 24
	and well found -	90	Warp	7			
		90	All of best quality.	5 1/2			

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

She has one Long Boat and Yawl Safety Boat. Pinnace & Gig.

The present state of the Windlass is effect *small* Capstan on fore-castle and Rudder effect Pumps effect
Patent *I double Winch*

General Remarks—Statement and Date of Repairs.

This Ship in lieu of the ordinary mode of having the whole of the stuff between decks worked longitudinally, has but four strakes below the upper deck shelf and from thence about ten feet in depth she is trussed. — the stuff below the Trussing Ceiling of the Hold & again running longitudinally. — The depth of Hold from the Limber strake to the under side of the Lower Deck beams is 12 ft 7 in from the references however it will be seen she is well secured with long armed knees, having also in addition two long Rider Plates 6 ins broad by 1 ins thick and 60 feet in length, stretching from abreast the main hatchway under the upper deck shelf to nearly the heels of the Cant frames in both bodies. These Plates are bolted partly with yellow metal through bolts and part of short iron. —

She has been about twelve months in hand, was seen by Mr Creuze, and is entitled to the class for which she has been specially surveyed. — if apd. —

If sheathed, ~~doubled~~, Felted, or ~~Coppered~~ Hood ends and keel seam Yellow metal on Paper 18 ft high When last done Now

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

The Amount of the Fee.....£ 5 : 0 : is received by me,

Samuel Vestray.

July (Order No 11) Special£ 33 : 15 : "

Certificate (if required)£ : 10 : "

Please to forward one.
Committee's Minute 11th July 1847

Character assigned 1 for 13
LR