

No. 112 Survey held at India Date June 1853 May 1854
on the Mr Ship Montgomery Master Evans
Tonnage Old 812 62/44 Built at India When built Lamcha Ma
By whom built 5500 J. B. Lee Owners J. B. Lee
Port belonging to India Destined Voyage Lamport
If Surveyed while Building, Afloat, or in Dry Dock While building

Length aloft 168 4/10 Feet. Inches. Extreme Breadth 32 Feet. Inches. Depth of Hold 18 Feet.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	
Floors.....sided	12 3/4	Moulded	13	Keel to Bilge	10 1/2	Limber Strakes	.....
1st Foothooks.....	11	"	11 1/2	Bilge Planks	8	Bilge Planks	.....5.....6
2nd Ditto.....	9 1/2	"	9 1/2	Bilge to Wales	4 1/2	Ceiling in Flat	.....
3rd Ditto.....	8 1/2	"	8 1/2	Wales	6	Ditto Bilge to Clamp	.....4 1/2
Top Timbers	8 1/2	"	6	Short Hoods	5 1/2	Hold Beam Clamps	.....Iron
Deck Beams N ^o 28 Average Space	4 1/2	"	9 1/2	Topsides	5	Deck Beam Ditto	.....Iron
Hold Beams N ^o 26 Average Space	4 1/2	"	13 1/2	Sheer Strakes	5	Ceiling 'twixt Decks	.....
Keel	14 1/2	"	14 1/2	Plank Sheers	5	Hold Beam Shelves	.....
Keelsons	14 1/2	"	16	Water-Ways	13 1/2	Deck Beam Ditto	.....
Scarp of Ditto	14 1/2	"	14 1/2	Upper Deck	3 1/2	Lower Deck	.....

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 3/8	1 1/4	Transoms and throats of Hooks	1 3/8	1 1/4	Lower Pintle of the Rudder	3 3/4	1 1/2
Scarp of Keel.....N ^o 9	1 3/8	1 1/4	Arms of Hooks	1 3/8	1 1/4	Hold Beam	1 1/2	1 1/2
Floor Timber Bolts	1 1/4	1 1/4	Bolts thro' Bilge & Limber Strakes	3/8	3/8	Deck Beam	1	1
Keelson ditto	1 1/4	1 1/4	Butt End Bolts	3/8	3/8	Lower Deck	1 1/2	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 to 6 Inches. The Space between the Top-timbers is 4 to 10 Inches. The Stem, Stern Post, consist of Oak the Transoms, Aprons Knight Heads, Hawse Timbers, and Deadwood, of Elm Spruce & Oak and are free from all defects. The Floors consist of Elm 78 ft 0 Oak & Tamarac The First Foothooks of Tamarac & Oak Timber The Second Foothooks of Oak & Tamarac The Third Foothooks of Tamarac The Top Timbers of Tamarac The Shifts of the first and second Foothooks are not less than 5 feet N. B. When less than prescribed by the Rule, state how many The rest of the Shifts of the Frame are 5 to 6 feet a little less at the Turn of Quarter The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is square excepting the Tamarac Foothooks The Frames are all bolted together to the Gunwale. all built in frames N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 2 to 4 of the entire moulding at that place. The Frame is cross chocked with a Butt at each end of the choek. at Stem & Foothook heads The Main Keelson is Oak and free from all defects. The False Keelson is Oak The Deck Beams consist of Tamarac The Hold Beams of Tam. Oak & Pine Knees of Spruce & Tam

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Elm From the above named Height to the Light Water Mark Elm From the Light Water Mark to the Wales Tamarac The Wales and Black-strakes are Tamarac The Topsides Tamarac The Sheer-strakes Tamarac and Plank-sheers Tamarac The Water-ways Yellow Pine The Decks Yellow Pine State of best order The Shifts of the Planking are not less than 5 1/2 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 thru between

Planking Inside.—The Limber-strakes are Elm Flat Elm the Bilge Planks Elm The Ceiling, Lower Hold, Tam & Red Pine Between Decks Red Pine Shelf Pieces none Clamps Red Pine & Tamarac

Fastenings.—To Hold Beams Spruce & Tam Ledgeing Knees

Deck Beams Spruce & Tamarac Ledgeing Knees

Number of Breasthooks 6 Oak & Tam Pointers Spr. Tamarac Crutches Oak

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Elm Tam & Oak Made Turner

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature Morris Lee Surveyor's Signature Thos. M. Jones

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.
1st	Fore Sails,	Chain <i>secondhand</i>	60	1 1/2	Bower, 1 29.3.0
2nd	Fore Top Sails,	Hempen Stream Cable	90	1 3/8	Too small 1 24.1.1
	Fore Topmast Stay Sails,	Hawser	40	7 1/2	Stream,
	Main Sails,	Towlines	75	6	
	Main Top Sails,	Warp			Kedge, 1 3.3.4
and		All of quality.			

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

She has One Long Boat and Irish Boat

The present state of the Windlass is Strong Capstan Strong Rudder Strong Pumps 2 Cast Metal

General Remarks—Statement and Date of Repairs.

This ship was not at first intended for survey but thinking Mr Lee would wish to have it at last I took my notes as the work went on. Is framed with Double Floors upon Platform across the Keel. The Lower Floorboards are chiefly Tamarac Boards wrought without outside checks but from want of something had to be checked inside many of them from head to keel. The sidings of the the 3rd floorboards & Joist timbers are oak but the timber is of excellent quality & green & free from sap. The Garboard Strakes are 10 inch planks next taper gradually to 4 1/2 the thickness of flat. The Plank from Bilge up is Tamarac very good quality oak wrought. The upper & lower Deck Planks are dovetailed to Timbers in straight side & held through bottom. The sister Bilge Keelsons are wrought all round & form Hooks & crutches the points of which are bolted from outside to outside with two 1 1/4 metal bolts & four bolts driven from inside & clenched on Plank. There is no room for strong Transom knees of wood. I recommend Iron knees to be put upon it: 2 Transoms. The Rough Iron Rail runs up to Top rail, the height of Poop is formed by a 4 inch plank on edge bolted down to Rail & Timbers & the Beams are secured by a hanging knee to each Beam. The General Workmanship is very good and when knees & riders are fitted is eligible to be classed 7 A. The Beams and anchors are not the proper size & are to be replaced at Starboard.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed _____

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

Special£ 30 : 17 : 3 Thos Muzis

Certificate (if required)£ : : _____

Committee's Minute 3rd April 1855

Character assigned 1 for 7 Years



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