

No. 1998 Survey held at Sunderland Date June 1841
 on the Barque "Orpheus" Master W. Digby
 Tonnage old 328 new 391 Built at Sunderland When built 1841
 By whom built Stobart and Co Owners Toulmin & Co
 Port belonging to London Destined Voyage Ceylon
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. 100	Inches. 6	Extreme Breadth	Feet. 27	Inches. 0	Depth of Hold	Feet. 18	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 12½	Inches. Middle 12½	Inches. Ends 10	Outside.			
Floors	<u>average</u> sided	12	Moulded	12½	Keel to Bilge	Inches. 3	Inside.	
1 st Foothooks	"	10½	"	9½	Bilge Planks	4	Foot Waling	Inches. 3½
2 nd Ditto	"	10	"	8½	Bilge to Wales	3½-3	Bilge Planks	4
3 rd Ditto	"	8-9	"	7½	Wales	4½	Ceiling in Flat	3+2½
Top Timbers	"	8	"	5	Topsides	2½	Ditto Bilge to Clamp	2½
Deck Beams	N ^o . of <u>15</u>	9	"	9 5½	Sheer Strakes	3½	Hold Beam Clamps	4
Hold Beams	N ^o . of <u>16</u>	11	"	11 7½	Plank Sheers	3	Deck Beam Ditto	3½
Keel	"	11	"	10	Water-Ways	6	Ceiling 'twixt Decks	2½
Kelsons	"	12½	"	25	Upper Deck	3	Hold Beam Shelves	<u>ply 5</u>
							Deck Beam Ditto	"

Copper.			Size of Bolts in Fastenings.			Iron:		
Heel-Knee, and Dead Wood abaft	C	1½	Bolts thro' the Bilge and Foot Waling	C	3½	Hold Beam		7/8
Scarp of Keel	N ^o . 8	¾	Butt End Bolts	C	5/8	Deck Beam	<u>Iron patent</u>	1¼
Floor Timber Bolts	C	1	Lower Pintle of the Rudder	C	3	same in Iron above the Copper		
Kelson ditto	C	1½						
Transoms and throats of Hooks	C	1						
Arms of Hooks	C	7/8						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 163 Inches. The Space between the Top-timbers is 455 Inches. The Stem, Stern Post, are composed of English Oak. the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak. and are apply free from all defects. The Floors and first Foothooks are composed of English and Hambro' Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3/9 to 4 ft. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are generally good. The Frame is gently well squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is gently well square. The alternate Frames are not bolted together. Every 4th N. B. If not, state how bolted. to Wales. The Butts of the Timbers are all close together; their thickness not less than 1/6 of the entire moulding at that place. The Frame is Cross choaked with no Butt at each end of the choak. The Main Kelson is composed of Amer^{ca} Oak. and the False Kelson of Amer^{ca} Oak. The Scarphs of the Kelsons are not less than 7 feet 0 inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{ca} Elm. From the first Foothook Heads to the Light Water Mark of Danvic and Stettin Oak. From the Light Water Mark to the Wales of Danvic import'd Oak. ends English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of —. The Shifts of the Planking are not less than gently 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 Two & Three between.

Planking Inside.—The Limber-strakes are composed of Amer^{ca} Oak. the Bilge Planks of Amer^{ca} Oak. The Ceiling, Lower Hold, of Stettin Oak & Am^{er} Oak. Between Decks of Memel & Stettin Oak. Shelf Pieces of — Clamps of Amer^{ca} Oak.

Fastenings.—To Hold Beams Beams secured with Iron Nails round one timber & 5 with Fell's patent, also a stinger on top. Deck Beams Fell's patent Binding, and 10 Iron Nails each side below. Number of Breasthooks Five. Pointers one pair. One Iron Crutches & 3 Transom Nails each side. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched. General Quality of Workmanship Reasonably good.

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

Builder's Name —
 Surveyor's Name John P. Mearns

Gunnies each side below, and 4 Hang? Standards each side.

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 5/8	3	Bower,	16 1/2. 15 1/2. 14 1/2
2	Fore Top Sails,	40	Hemp Stream Cable &c.	7/8	1	Stream,	4 1/2
2	Fore Topmast Stay Sails,	50	Hawser, Chain	7/8	1	Kedge,	2 1/4
1	Main Sails,	80	Towlines	6 1/2			
2	Main Top Sails,	80	Warp	4 1/2			
and <u>suff^r in other sails</u>			All of <u>good</u> quality.				

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

She has One Long Boat and Skiff & Jolly Boat

The present state of the Windlass is suff^r Capstan which suff^r and Rudder and Braces suff^r

with patent pumps

General Remarks—Statement and Date of Repairs.

Frame is of good Scantling & quality. Thwarts, generally well brought, stepped and shifted. a very few of the Septimbars on each side run rather sloppy and wavy edges. but on the whole the Frame is fairly and sufficiently square for the class. Some beams are a few of the Beams run wavy edges. but on all of good Scantling and quality: and on the whole a good set.

The quality of planking both outside and inside appear sound and well seasoned: generally well brought and shifted and free from sap: Finest by the upper and lower deck beams. Run. Plates. &c. all well and securely fastened.

Commenced building in October 1840 Launched May 1841 was surveyed as follows

11	25	15	29	26
2	2	3	14	5

If Sheathed, Doubled, Felted, or Coppered Coppered & Watertight on paper When last done June 1841

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

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,

Special£ : :

Committee's Minute 4th June 1841

Character assigned A 1 in 9 years



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