

No. 3280 Survey held at Sunderland Date Recd 25/6/47 3280 1847
on the Ship "Camperdown" Master Penny
Tonnage 993 tons Built at Sunderland When built 1847
By whom built Jas Laming Owners J Dunbar
Port belonging to L.L.L. Destined Voyage London & India
If Surveyed Afloat or in Dry Dock During the Building

| | | | | | | | | | | | |
|--|---------------|--------|---------|----------------------------|--------|---------|---------|---------------|----------------|-------|---------|
| Length aloft | 153 | Feet. | Inches. | Extreme Breadth | 35 | Feet. | Inches. | Depth of Hold | 24 | Feet. | Inches. |
| Scantlings of Timber. | | | | Thickness of Plank. | | | | | | | |
| Timber and Space | each | 14 1/2 | Inches. | Moulded | 14 1/2 | Inches. | Ends | 12 | Outside. | 3 1/2 | Inches. |
| Floors | sided | 4 1/2 | Inches. | | | | | | Keel to Bilge | 5 1/2 | Inches. |
| 1st Foothooks | | 12 1/2 | Inches. | | 11 | Inches. | | | Bilge Planks | 5 1/2 | Inches. |
| 2nd Ditto | | 12 1/2 | Inches. | | 10 | Inches. | | | Bilge to Wales | 4 1/2 | Inches. |
| 3rd Ditto | | 10 1/2 | Inches. | | 8 1/2 | Inches. | | | Wales | 6 | Inches. |
| Top Timbers | | 9 1/2 | Inches. | | 6 1/2 | Inches. | | | Topsides | 3 1/2 | Inches. |
| Deck Beams N° 26 | Average Space | 4.6 | Inches. | | 10 1/2 | Inches. | | 7 | Sheer Strakes | 4 1/2 | Inches. |
| Hold Beams N° 23 | Average Space | 4.6 | Inches. | | 14 | Inches. | | 10 | Plank Sheers | 4 1/2 | Inches. |
| Keel | | 14 | Inches. | | 10 | Inches. | | | Water-Ways | 6 | Inches. |
| Kelsons | | 16 | Inches. | | 16 | Inches. | | | Upper Deck | 3 1/2 | Inches. |
| Size of Bolts in Fastenings, distinguishing whether | | | | Iron. | | | | | | | |
| Heel-Knee, and Dead Wood abaft | | 1 1/2 | Inches. | Copper or Iron | | | | | Hold Beam | 1 1/4 | Inches. |
| Scarp of Keel | N° 8 | 1 1/2 | Inches. | Copper or Iron | | | | | Deck Beam | 1 | Inches. |
| Floor Timber Bolts | | 1 1/4 | Inches. | | | | | | | | |
| Kelson ditto | | 1 1/2 | Inches. | | | | | | | | |
| Transoms and throats of Hooks | | 1 1/2 | Inches. | | | | | | | | |
| Arms of Hooks | | 1 1/2 | Inches. | | | | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 3/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of P.I. Oak: Afr' and Eng Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1 1/4". N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good throughout. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared throughout. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1 1/2 of the entire moulding at that place. The Frame is properly chocked with a Butt at each end of the chock. Except where the Butts are square which are dovetailed. The Main Kelson is composed of P.I. Oak and the False Kelson of P.I. Oak. The Scarphs of the Kelsons are not less than 8 feet inches. Amellid. The Deck and Hold Beams are composed of African and Eng Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer' Rock Elm. From the first Foothook Heads to the Light Water Mark of Dang' Imported Oak. From the Light Water Mark to the Wales of East India Oak: except a few planks at the end of Eng Oak. The Wales and Black-strakes are of East India Oak. The Topsides of P.I. Oak. The Sheer-strakes and Plank-sheers of P.I. Oak. The Water-ways of P.I. Oak. The Decks of Quebec Yellow pine. State of good. 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 3 Strakes between.

Planking Inside.—The Limber-strakes are composed of P.I. Oak & Mahogany the Bilge Planks of P.I. Oak: Afr' and Eng Oak. The Ceiling, Lower Hold, of P.I. Oak, Afr' and Eng Oak. Between Decks of English Oak. Shelf Pieces of Afr' and Eng Oak. Clamps of Afr' and Eng Oak.

Fastenings.—To Hold Beams Iron Binders from Beam to Beam Outside of Timbers; Stringer on Top & dunnage. Also 10 Iron hanging knees, and 10 Iron Brides each side with the Arms curved down to Brides. Deck Beams The Wood hanging knees, and an Iron hanging knee; 10 of which on each side are formed as standard and connected with the hold beams; always dunnage in and bolted through side. Number of Breasthooks Seven; the pin Pointers Iron Hook aft and 2 Crutches and 3 Transom knees each side. Butts End Bolts are of Gal Metal 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 Sound and good throughout.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature James Laming Surveyor's Signature John Bennett

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, | 300 | Chain | 1 1/4 | 3 | Bower, | 32 ^c - 29 ^c 29 ^c |
| 2 | Fore Top Sails, | 90 | Hempen Stream Cable | 7 1/2 | 1 | Stream, | 13 ^c |
| 3 | Fore Topmast Stay Sails, | 70 | Hawser | 1 | 1 | Kedge, | 5 ^c |
| 2 | Main Sails, | 90 | Towlines | 7 | | | |
| 2 | Main Top Sails, | 2 | Warp | 6.5 1/2 | | | |
| and well found | | | All of <u>good</u> quality. | | | | |

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

She has One Long Boat and Two other Boats

The present state of the Windlass is Same, 2 Capstans and Rudder All Same
with purchase

General Remarks—Statement and Date of Repairs.

Was regularly Surveyed during the Building, Note, taken at the following dates
9. 30 3 24 24 10 15 29
9. 9 11 11 2 4 5 5 : Still Sound & Well in frame to Season

This Vessel is thoroughly fastened with Yellow Metal Bolts from the lower part of Masts to Gunwale. V³ The Upper and Lower deck Beam fastenings, Bulk End, fore and fore-castle deck Beam fastenings, also the sides of fore and fore-castle, and in all places where Iron Bolts are generally used

She is also secured with Lth Iron Nails, Stands and Riggers, and at both ends of Ship, together with three Strakes of 4 1/2 plank, wrought at the 2 Head each side, which are Bolted through the side of planks, and is altogether a very superior Ship in quality and workmanship.

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

I am of opinion this Vessel should be Classed 13 A1

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 29th June 1847

Character assigned 13 A1



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Foundation