

Recy 3/11/48

No. 3357 Survey held at Sunderland

Date

October

3 3 3 184

on the Ship "Palhouse"

Master

John Ord

Tonnage

764

Built at

Sunderland

When built

1847

By whom built

Thomas Gales

Owners

J. I. Harrison

Port belonging to

London

Destined Voyage

Calcutta

If Surveyed Afloat or in Dry Dock

During Building

Length aloft ..... 46 11 Feet. Inches. Extreme Breadth ..... 30 8 Feet. Inches. Depth of Hold ..... 20 9 Feet. Inches.

### Scantlings of Timber.

Timber and Space	each	Inches.	Inches.	Inches.
Floors	<u>Double Floor</u>	<u>15</u>	<u>15</u>	<u>13</u>
1 <sup>st</sup> Foothooks		<u>13</u>	<u>11</u>	
2 <sup>nd</sup> Ditto		<u>11</u>	<u>10</u>	
3 <sup>rd</sup> Ditto		<u>11</u>	<u>9</u>	
Top Timbers		<u>10</u>	<u>6</u>	<u>1/2</u>
Deck Beams N <sup>o</sup> <u>20</u>	Average Space <u>4 feet</u>	<u>11</u>	<u>12</u>	<u>1/2</u>
Hold Beams N <sup>o</sup> <u>23</u>	Average Space <u>4 1/2 to 4 6</u>	<u>14</u>	<u>12</u>	
Keel		<u>15</u>	<u>15</u>	
Kelsons		<u>16</u>	<u>25</u>	

### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>4</u>	Foot Waling	<u>5</u>
Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
Bilge to Wales	<u>5 1/2</u>	Ceiling in Flat	<u>3 1/2</u>
Wales	<u>6</u>	Ditto Bilge to Clamp	<u>5 1/4</u>
Topsides	<u>4 3/4</u>	Hold Beam Clamps	<u>6</u>
Sheer Strakes	<u>5</u>	Deck Beam Ditto	<u>6</u>
Plank Sheers	<u>4 1/2</u>	Ceiling 'twixt Decks	<u>3</u>
Water-Ways	<u>7</u>	Hold Beam Shelves	<u>6 1/2</u>
Upper Deck	<u>4</u>	Deck Beam Ditto	<u>5 1/2</u>

### Size of Bolts in Fastenings, distinguishing whether

Copper or Iron.	Inches.	Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling	<u>1 1/2</u>
Scarpshs of Keel	<u>1 1/8</u>	Butt End Bolts	<u>1 1/8</u>
Floor Timber Bolts	<u>1 1/8</u>	Lower Pintle of the Rudder	<u>3 1/4</u>
Kelson ditto	<u>1 1/4</u>		
Transoms and throats of Hooks	<u>1 1/4</u>		
Arms of Hooks	<u>1 1/8</u>		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of Eng & Afr Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are free from all defects.

The Floors and first Foothooks are composed of Eng Oak Timber.

The other Foothooks and Top Timbers of Eng Oak

The Shifts of the first and second Foothooks are not less than 1/4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are very good

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

The alternate Frames are all bolted together. to the top light N. B. If not, state how bolted.

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

The Frame is cross chocked with 1/2 in Butt at each end of the chock.

The Main Kelson is composed of Teake & Mahogany and the False Kelson of Teake

The Scarpshs of the Kelsons are not less than 4 feet 11 inches.

The Deck and Hold Beams are composed of Eng & Afr Oak, Teake, and Mahogany

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer Elm & Eng Beech

From the first Foothook Heads to the Light Water Mark of Rawley Oak

From the Light Water Mark to the Wales of Afr & Eng Oak and Teake

The Wales and Black-strakes are of Afr & Eng Oak and Teake The Topsides of Mahogany & Eng Oak

The Sheer-strakes and Plank-sheers of Teake and Eng Oak The Water-ways of Teake and Eng Oak

The Decks of Yellow Pine State of very good

The Shifts of the Planking are not less than Five Feet 11 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 Free between

**Planking Inside.**—The Limber-strakes are composed of Teake, Afr & Eng Oak the Bilge Planks of Teake, Afr & Eng Oak

The Ceiling, Lower Hold, of Eng & Afr Oak, Teake & Mahogany Between Decks of Mahogany, Teake, & Eng Oak

Shelf Pieces of Teake and Mahogany Clamps of Afr Oak and Teake

**Fastenings.**—To Hold Beams Iron Lodging Pins, 14 pair of Iron Hanging Pins and 8 pair of Iron Riders placed diagonally, & well bolted through, seven of which are attached by a Pin to Hold Beams

Iron Lodging Pins, 16 pair of Iron Hanging Pins and 9 pair of Iron Table Standards

Seven and a Half Pointers one pair. Two Iron Crutches Two Iron Pins on each side

End Bolts are of 1/2 Metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is well bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Signature Thomas Gales

Surveyor's Signature

J. I. Harrison

With Keel and two 4 1/2 planks wrought over the fore ends & side bolts through. Two 6 in planks wrought over 2 in the leads and 1 in the trough each 3 in the



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Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	300	Chain .....	1 3/4	3	Bower,	34.2.11.32.0.19.29.3.17
2	Fore Top Sails,	80	Hempen Stream Cable .....	10	1	Stream,	9.0.0
2	Fore Topmast Stay Sails,	80	Hawser .....	1 1/6	2	Kedge	5.1.12.2.2.2
1	Main Sails,	80	Towlines .....	7 1/2			
2	Main Top Sails,	80	Warp .....	6 1/2			
and well found with other		80	All of <u>good</u> quality.	5			

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

She has One Long Boat and Three other boats

The present state of the Windlass is good Capstan which and Rudder is of good and sufficient  
patent purchase

**General Remarks—Statement and Date of Repairs.**

*This vessel is a very fine specimen of Naval Architecture, the quality of the material used, scantling, and Workmanship, unexceptionable*

*Survey is regularly during the Building and notes taken as under*

—  $\frac{3}{3}$   $\frac{12}{3}$   $\frac{18}{3}$   $\frac{7}{4}$   $\frac{5}{5}$   $\frac{22}{6}$   $\frac{5}{7}$   $\frac{6}{8}$   $\frac{11}{8}$   $\frac{19}{8}$

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed 12. A. 1.

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

*man*

Special .....£ x : :

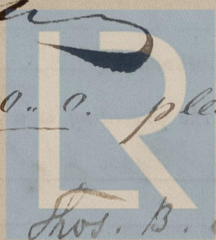
Certificate (if required) .....£ : :

Committee's Minute 3<sup>rd</sup> March 1848

Character assigned

*vide Secretary's  
Letter 3 March 1848  
Special Survey introduced*

*Special Survey due on this vessel £25. 0. 0. please withhold  
the character until paid.*



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*Thos. B. Simey*