

No. 3408 Survey held at Sunderland Date Dec 16/12/47 1847
on the S. Ruwal Master J. Ordmer
Tonnage 227 Built at Sunderland When built 1847
By whom built W. L. J. P. O. Owners J. Wemyss & Co
Port belonging to Freetown Destined Voyage Cape of Good Hope
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	97	Feet. Inches.	Extreme Breadth	23 8	Feet. Inches.	Depth of Hold	14 6	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	12	Outside.			Inside.		
Floors	sided	10 11	Moulded	10 8 2	Keel to Bilge	2 3 4	Foot Waling	3 1 2
1 st Foothooks	"	9	"	7 1 4	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	"	8	"	7	Bilge to Wales	2 1 4	Ceiling in Flat	2 1 2
3 rd Ditto	"	7 8	"	6 1 2	Wales	4	Ditto Bilge to Clamp	2 1 2
Top Timbers	"	7	"	4 1 2	Topsides	2 1 2	Hold Beam Clamps	4
Deck Beams N ^o 20	Average Space	4 feet	"	8 5	Sheer Strakes	3	Deck Beam Ditto	3
Hold Beams N ^o 12	Average Space	4 to 8 ft	"	10 8	Plank Sheers	2 1 2	Ceiling 'twixt Decks	2 1 2
Keel	"	10	"	8 1 4	Water-Ways	6	Hold Beam Shelves	"
Kelsons	"	11	"	21 1 2	Upper Deck	3	Deck Beam Ditto	"
Size of Bolts in Fastenings, distinguishing whether			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	"	1 1 2	Copper or Iron.			Iron.		
Scarp of Keel	N ^o 8	3 4	Bolts thro' the Bilge and Foot Waling			Hold Beam		
Floor Timber Bolts	"	1	Butt End Bolts			Deck Beam		
Kelson ditto	"	1	Lower Pintle of the Rudder					
Transoms and throats of Hooks	"	1 7 8						
Arms of Hooks	"	7 1 8 3 4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1 4 Inches. The Space between the Top-timbers is 4 1 2 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng & Afr Oak and are free from all defects. The Floors and first Foothooks are composed of African and Part Eng Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1 7 4 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 fully squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared. 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 6 1 3 of the entire moulding at that place. The Frame is fast chocked with no Butt at each end of the chock. The Main Kelson is composed of Eng Oak and the False Kelson of Eng Oak. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of English Oak and Mahogany.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am. Elm. From the first Foothook Heads to the Light Water Mark of Dang. Oak. From the Light Water Mark to the Wales of Dang. & Part African Oak. The Wales and Black-strakes are of Mahogany, P. I. Oak and Eng Oak. The Topsides of Mahogany, P. I. Oak and Eng Oak. The Sheer-strakes and Plank-sheers of Mahogany, P. I. Oak, Afr. Eng Oak. The Water-ways of Red pine. The Decks of Gyp pine. State of good. The Shifts of the Planking are not less than 5 7 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 Eng Oak the Bilge Planks of Afr. & African Oak. The Ceiling, Lower Hold, of African Oak. Between Decks of African Oak. Shelf Pieces of Clamps of Dang. Oak.

Fastenings.—To Hold Beams Iron Stape Loozing Pins and 5 Iron Nails each side.

Deck Beams The Wood Loozing Pins and an Iron Looz Pin; 4 of which are Standard and are connected with the Hold Beams.

Number of Breasthooks Four Pointers One pair; the Crutches and 2 Transom Pins each side.

Butts End Bolts are of Gyp 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 Good.

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.

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	180	Chain	1 3/4	3	Bower,	12 : 11 : 10 1/2
1	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream,	4 1/2
2	Fore Topmast Stay Sails,	65	Hawser	3/4	1	Kedge,	1 3/4
1	Main Sails,	75	Towlines	4			
2	Main Top Sails,	75	Warp	4			
and <u>will fund</u>			All of <u>good</u> quality.				

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

She has The Long Boat and Two other Boats

The present state of the Windlass is same Capstan Wick and Rudder same
with bruck an

General Remarks—Statement and Date of Repairs.

was regularly surveyed during the building according to Rules

If Sheathed, Doubled, Felted, or Coppered of Metal blued in Japan When last done Nov 1847

I am of opinion this Vessel should be Classed 9 A1

The Amount of the Fee.....£ 3 : - : is received by me

Special£ : :

Certificate (if required)£ : 10 :

Committee's Minute 17 Dec 1847

Character assigned 1st 4th

John Branton Signature is required



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