

No. 3622 Survey held at Sunderland Date June 14 1848
 on the Ship "Minerva" Master James
 Tonnage 242 Built at Sunderland When built 1848
 By whom built J. L. Laming Owners D. Dunbar
 Port, belonging to London Destined Voyage India
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 44	Inches. 0	Extreme Breadth	Feet. 33	Inches. 11	Depth of Hold	Feet. 25	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 15		Inches. Middle	Inches. Ends	Outside.		Inside.	
Floors	sided 14 1/2	Moulded	11	11 1/4	Keel to Bilge	Inches. 3 3/4	Limber Strakes	12 1/2
1 st Foothooks	13	"	11	"	Bilge Planks	6	Bilge Planks	5 1/2
2 nd Ditto	11 1/2	"	10	"	Bilge to Wales	5 1/4	Ceiling in Flat	3 1/2
3 rd Ditto	10 1/2	"	8 1/2	"	Wales	6	Ditto Bilge to Clamp	3 1/2
Top Timbers	9	"	6	"	Topsides	3 1/2	Hold Beam Clamps	6
Deck Beams N ^o 26	Average Space } 4 1/6 - 4 1/9	10	10	7	Sheer Strakes	4 1/2	Deck Beam Ditto	3
Hold Beams N ^o 25	Average Space } 4 1/4 - 4 1/6	14	14	10	Plank Sheers	4 1/2	Ceiling 'twixt Decks	6
Keel	15	"	10	"	Water-Ways	6	Hold Beam Shelves	6
Kelsons	15	"	16	"	Upper Deck	3 1/4	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.	1 1/2	Hold Beam	1 1/2
Scarphs of Keel N ^o 10	1	Bolts thro' the Bilge and Limber Strakes	1 1/2	Deck Beam	1 1/2
Floor Timber Bolts	1 1/2	Butt End Bolts	7/8		
Kelson ditto	1 1/2	Lower Pintle of the Rudder	4		
Transoms and throats of Hooks	1 1/4				
Arms of Hooks	1 1/2				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 26 1/4 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and Afr. Oak and are applied 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 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Good Straight. 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. N. B. If not, state how bolted. The alternate Frames are all bolted together. 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 stop chocked with 2 Butt at each end of the chock. The Main Kelson is composed of 2 S Teak and the False Kelson of —. The Scarphs of the Kelsons are not less than 8 feet — inches. dwelled. The Deck and Hold Beams are composed of Eng 2 Afr. Oak; Green H and 2 S Teak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am. Rock Elm. From the first Foothook Heads to the Light Water Mark of Foreign Oak and 2 S Teak. From the Light Water Mark to the Wales of East India Teak. The Wales and Black-strakes are of East India Teak. The Topsides of 2 S Teak. The Sheer-strakes and Plank-sheers of 2 S Teak. The Water-ways of 2 S Teak. The Decks of Baltic Red Pine. State of very 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 Super Russian 2 S Teak the Bilge Planks of Eng, Afr. 2 Teak. The Ceiling, Lower Hold, of 2 S Teak, Afr. Hug Oak Between Decks of 2 S Teak. Shelf Pieces of 2 S Teak and Eng Oak Clamps of 2 S Teak, Green H. Hug Oak.

Fastenings.—To Hold Beams Iron Benders outside of Timbers from Beam to Beam, a Stringer on the Deck Waterway on top the hanging knees and standard Black Brass and 9 Foothook. Deck Beams the Wood Lodging Knees and 2 Iron Lug hanging Knees also Standard. Each side Connecting with the Hold Beams. Number of Breasthooks Seven. One Pointers Iron Hook aft. The Crutches 2 Iron from Knees each side. Butts End Bolts are of 2 S Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes is bolted through and clenched. Treennails of Eng Oak and New Zealand Wood. General Quality of Workmanship Very good throughout.

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,	300	Chain	15	1	Bower,	34 <i>Roger Patent</i> , 29. 26
2	Fore Top Sails,	80	Hempen Stream Cable	7	1	Stream,	11 ^c
2	Fore Topmast Stay Sails,	60	Hawser	1	1	Kedge,	3 ¹ / ₂
2	Main Sails,	80	Towlines	7			
2	Main Top Sails,	80	Warp	6. 4 ¹ / ₂			
and <i>well found</i>		80	All of <u>good</u> quality.				

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

She has One Long Boat and 3 other Boats

The present state of the Windlass is Secure Capstan Winch and Rudder All Secure

both found on

General Remarks—Statement and Date of Repairs.

This Vessel was regularly surveyed during the year ending according to Rule and has in addition to the annexed fastenings four orlop deck Beams well secured. The Bolts from the Gunwale to the Hull in the outside planking and Beam fastenings are all of mixed metal to the entire exclusion of iron Bolts.

Mem. July 1st 1848

Referring to the annexed note, I beg to say that the depth of Hold under the Lower deck Beams to the ceiling does not exceed 15 feet but is about 14 feet. Consequently the four orlop Beams may fairly be regarded as more fastenings than is required by the Rules. The Surveyor upon this ship is quite aware that Orlop Beams cannot be dispensed with where the depth is beyond 15 feet: also that Riggers are not an equivalent in such a case; but is of opinion that both are inadvisable at the same time. He asserts that the fact should be stated—J.B.

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

I am of opinion this Vessel should be Classed 13 A.1.

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

Special£ : : *London for Sunderland*

Certificate (if required)£ : :

Committee's Minute _____ 184 _____

Character assigned See London 14410



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