

No. 3703 Survey held at Lundelaw Date 11/10/48
 on the Porcos Master Andus
 Tonnage 345 000 Built at Lundelaw When built 1848
 By whom built J. Joffa Owners Robert
 Port belonging to London Destined Voyage Naples
 If Surveyed Afloat or in Dry Dock Building

Length aloft	101	Feet. Inches.	Extreme Breadth	27	3	Feet. Inches.	Depth of Hold	18	2	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.							
Room and Space	13	Inches.	Moulded	12 1/2	10 1/2	Outside.	Inches.	Inside.	Inches.	
Floors	12 1/2					Keel to Bilge	3	Limber Strakes	3 1/2	
1st Foothooks	10			7 1/4		Bilge Planks	4 1/4	Bilge Planks	4	
2nd Ditto	9 1/2			8 1/2		Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2	
3rd Ditto	9			7 1/2		Wales	3 1/2	Ditto Bilge to Clamp	2 1/2	
Top Timbers	8			5		Topsides	2 1/4	Hold Beam Clamps	4 1/2	
Deck Beams N° 22	9	Average Space } 4 1/2		9	3 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	3	
Hold Beams N° 13	12	Average Space } 4 1/2		12	8 1/2	Plank Sheers	3 1/4	Ceiling 'twixt Decks	2 1/4	
Keel	11 1/2			9		Water-Ways	4 1/2	Hold Beam Shelves		
Kelsons	12			26		Upper Deck	3	Deck Beam Ditto		

Size of Bolts in Fastenings, distinguishing whether			Iron.		
Copper or Iron	Inches.		Copper or Iron	Inches.	
Heel-Knee, and Dead Wood abaft	1 1/8		Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam
Scarpns of Keel N° 8	3/4		Butt End Bolts	3/4	Deck Beam
Floor Timber Bolts	1		Lower Pintle of the Rudder	3/4	
Kelson ditto	1 1/8				
Transoms and throats of Hooks	1 1/8				
Arms of Hooks	1 7/8	3/4			

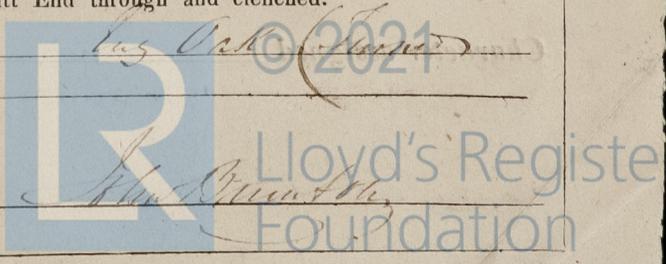
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are fully free from all defects. The Floors and first Foothooks are composed of Eng and Foreign Oak Timber. The other Foothooks and Top Timbers of Eng 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 Stuff. The Frame is fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together. Every 4th N. B. If not, state how bolted. The Butts of the Timbers are fully close together; their thickness not less than 1/8 of the entire moulding at that place. The Frame is not chocked with no Butt at each end of the chock. The Main Kelson is composed of Am Oak and the False Kelson of Am Oak. The Scarpns of the Kelsons are not less than 6 feet 9 inches. The Deck and Hold Beams are composed of Stem & Part Eng Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am Oak. From the first Foothook Heads to the Light Water Mark of Am Oak & Eng Oak. From the Light Water Mark to the Wales of Stem Oak. The Wales and Black-strakes are of Eng Oak. The Topsides of Eng Oak. The Sheer-strakes and Plank-sheers of Eng Oak. The Water-ways of Eng Oak. The Decks of Yapim State of good. The Shifts of the Planking are not less than 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 fully between

Planking Inside.—The Limber-strakes are composed of Baltic Oak the Bilge Planks of Baltic Am Oak. The Ceiling, Lower Hold, of Baltic Oak Between Decks of Baltic Oak. Shelf Pieces of Clamps of Stem Oak.

Fastenings.—To Hold Beams Iron Bolts round the Timber also 6 Iron Nails each side. Deck Beams The Wood Lodging Run and in Stem Eng hanging Piece 4 of which are formed with Stanchion and are connected with the Hold Beams. Number of Breasthooks Six Pointers None Crutches 2 Iron Nails. Butts End Bolts are of Yapim in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak. 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.	
No.		Fathoms.		Inches.	No.	
2	Fore Sails,	200	Chain	1 1/2	3	Bower, 15. 1. 1; 14. 3. 26. 14 1/2
1	Fore Top Sails,	80	Hempen Stream Cable	8 1/4	1	Stream, 4. 2. 0
2	Fore Topmast Stay Sails,	60	Hawser	7 1/8	1	Kedge, 2.
1	Main Sails,	80	Towlines	5 1/2		
2	Main Top Sails,	80	Warp	4 1/2		
and <u>second Batten muffs</u>			All of <u>good</u> quality.			

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

She has One Long Boat and two other Boats

The present state of the Windlass is Secure Capstan Wood and Rudder Secure
with purchase

General Remarks—Statement and Date of Repairs.

Was regularly surveyed during the Building according to Rule

If Sheathed, Doubled, Felted, or Coppered Galvanized Iron When last done Oct. 1848

I am of opinion this Vessel should be Classed S A

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

Special£ 10: " : "

Certificate (if required)£ " : 10: "

John Robinson
to be presented to Mr. J. Robson
15. Woolley Street.
Newcastle-on-Tyne

Committee's Minute 13th Oct 1848

Character assigned S A



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