

No. 3703 Survey held at London Date 11/10/48 1843
on the 345 ton Dorcas Master Andrus
Tonnage 372 ton Built at London When built 1848
By whom built J. T. Joffe Owners Robertson
Port belonging to London Destined Voyage Naples
If Surveyed Afloat or in Dry Dock Building

Length aloft	101	Feet.	Inches.	Extreme Breadth	27	Feet.	Inches.	Depth of Hold	18	Feet.	Inches.
Scantlings of Timber.				Thickness of Plank.							
Room and Space	13	Inches.		Moulded	12 1/2	Inches.		Outside.	3	Inches.	
Floors	12 1/2				10 1/2			Keel to Bilge	4 1/4		
1st Foothooks	10				8 1/2			Bilge Planks	3 1/2		
2nd Ditto	9 1/2				7 1/2			Bilge to Wales	3 1/2		
3rd Ditto	9				5			Wales	2 1/2		
Top Timbers	8				3 1/2			Topsides	3 1/2		
Deck Beams N° 22	9				8 1/2			Sheer Strakes	3 1/2		
Hold Beams N° 13	12							Plank Sheers	4 1/2		
Keel	12							Water-Ways	3		
Kelsons								Upper Deck			

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

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 and are fully free from all defects. 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 Stiff. The Frame is fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together. Every 4th Set 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 Scarphs of the Kelsons are not less than 6 feet 9 inches. The Deck and Hold Beams are composed of Stem and Spine 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 & Foreign 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 Stem Oak Clamps of Stem Oak.

Fastenings.—To Hold Beams Am Binder round the Timber also 6 Iron Nails each side. Deck Beams The Wood Lodging Run and in the Top Long hanging Nails 4 of which are formed. Number of Breasthooks Six Pointers One pair the 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 or 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.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/2	1	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 3/8	1	Kedge, 2.
1	Main Sails,	80	Towlines	5 1/2		
2	Main Top Sails,	80	Warp	4 1/2		
and <u>second Bottom</u>			All of <u>good</u> quality.			

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

She has One Long Boat and two other Boats

The present state of the Windlass is Same Capstan Same and Rudder Same

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: "

to be forwarded to Mr. J. Rolson
15. Woolsey Street.
Newcastle-on-Tyne.

Committee's Minute 13th Oct 1848

Character assigned S A



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Foundation