

No. 3802 Survey held at Sunderland Date Feb 14/29 1849  
on the Bk "Palm" Master Dight  
Tonnage 272 0/40 Built at Sunderland When built 1849  
whom built W. R. Atkey Owners J. H. Garraway  
belonging to London Destined Voyage Demerara  
Surveyed Afloat or in Dry Dock Building

Length aloft	97	Feet. Inches.	Extreme Breadth	25	Feet. Inches.	Depth of Hold	16	Feet. Inches.
Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	12 1/2	Moulded	10 1/2	9	Outside.	Inside.	Inches.
Floors	sided	10 1/2				Keel to Bilge	Foot Waling	3
1st Foothooks	"	9	"	8 1/4		Bilge Planks	Bilge Planks	4
2nd Ditto	"	8 1/2	"	7 1/2		Bilge to Wales	Ceiling in Flat	3
3rd Ditto	"	8	"	7		Wales	Ditto Bilge to Clamp	4 1/4
Top Timbers	"	7 1/2	"	4 3/4		Topsides	Hold Beam Clamps	2 3/4
Deck Beams N° 21	Average Space	3 1/2 to 4 feet	"	8 1/2	6	Sheer Strakes	Deck Beam Ditto	3 1/2
Hold Beams N° 14	Average Space	3/8 to 7/4	"	10 1/2	8 1/2	Plank Sheers	Ceiling 'twixt Decks	3
Keel	"	11	"	9		Water-Ways	Hold Beam Shelves	5 1/2
Kelsons	"	12	"	13		Upper Deck	Deck Beam Ditto	3

Size of Bolts in Fastenings, distinguishing whether				Iron.			
Copper or Iron.		Copper or Iron.		Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1 7/8		
Scarphs of Keel N° 8	3/4	Butt End Bolts	5/8	Deck Beam	7/8		
Floor Timber Bolts	1	Lower Pintle of the Rudder	3/8				
Kelson ditto	1						
Transoms and throats of Hooks	1 7/8						
Arms of Hooks	7/8 3/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are 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

The Frame is fairly squared from the first Foothook Heads upwards, and seasonably free from sap, and from thence downwards, the frame is fairly 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 1/4 of the entire moulding at that place.

The Frame is well choiced with a Butt at each end of the choick.

The Main Kelson is composed of Mahogany and the False Kelson of Amer. Oak

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of Mahogany and part Eng Oak

King Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Rock Elm

From the first Foothook Heads to the Light Water Mark of Foreign White Oak

From the Light Water Mark to the Wales of Mahogany

The Wales and Black-strakes are of Mahogany The Topsides of Mahogany

The Sheer-strakes and Plank-sheers of Mahogany The Water-ways of Baltic Red Pine

The Decks of Yellow Pine 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Stettin Oak the Bilge Planks of Stettin Oak

The Ceiling, Lower Hold, of Baltic Oak Between Decks of Stettin Oak

Shelf Pieces of " Clamps of Baltic Oak

Fastenings.—To Hold Beams Iron Staple Lodging Nails; 8 Iron Nails each side, with

Standard Jack Side

Deck Beams Iron Staple Lodging Nails; 11 Iron Lodging Nails, also 4 Staple

Standard Jack Side

Number of Breasthooks Five Pointers One Crutches 2 Iron Nails each side

Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling is bolted through and clenched. Greenish Bay Oak (Turned)

General Quality of Workmanship Good throughout

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

Builder's Signature W. R. Atkey Surveyor's Signature J. H. Garraway



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

She has SAILS.

N <sup>o</sup> .	
2	Fore Sails,
1	Fore Top Sails,
2	Fore Topmast Stay Sails,
1	Main Sails,
2	Main Top Sails,
and <u>sea fund</u>	

CABLES, &c.

Fathoms.		Inches.
200	Chain .....	1 1/4
75	Hempen Stream Cable .....	8 1/2
60	Hawser .....	13/16
75	Towlines .....	5 1/4
75	Warp .....	4 1/2
All of <u>good</u> quality.		

ANCHORS, and their weights.

N <sup>o</sup> .	
3	Bower, <u>14</u> - <u>13 1/2</u> - <u>13</u>
1	Stream, <u>4 1/2</u>
1	Kedge, <u>1 1/4</u>

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

She has One Long Boat and two other Boats

The present state of the Windlass is Suff Capstan Wreck and Rudder Suff 2 Imp pumps  
with purchase

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

*Was regularly surveyed during the Building according to Rule*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 102A1

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

Special .....£ 10 : : :

Certificate (if required) .....£ : : :

Committee's Minute 16<sup>th</sup> July 1849

Character assigned A 1 pr 10 days

*John Bennett*



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