

No. 5069 Survey held at Sunderland Date 29 July Rec'd 5/8/53
on the Ship "Palmyra" Master J. Homan
Tonnage Old 650 Built at Sunderland When built 1853 Launched 21 July
By whom built Mr. S. P. Austin Owners John Allan
Port belonging to London Destined Voyage
If Surveyed while Building, Afloat, or in Dry Dock in building

Length aloft 112 8 Extreme Breadth 31 0 Depth of Hold 20 3

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	13 1/4	Moulded	13 1/4	Keel to Bilge	4 1/2	Limber Strakes	11 1/2
1st Foothooks	11 1/4	"	11 1/2	Bilge Planks	4 1/2	Bilge Planks	5
2nd Ditto	10 3/4	"	10 3/4	Bilge to Wales	4 1/2	Ceiling in Flat	3 1/2
3rd Ditto	10	"	-	Wales	5 1/2	Ditto Bilge to Clamp	3 3/4
Top Timbers	9 3/4	"	5 1/2	Short Hoods	3 1/2	Hold Beam Clamps	14 1/2
Deck Beams N° 26	10	"	10 3/4	Topsides	4	Deck Beam Ditto	14 1/2
Hold Beams N° 22	13 1/2	"	13 1/2	Sheer Strakes	4 1/2	Ceiling 'twist Decks	3
Keel	15	"	15	Plank Sheers	4	Hold Beam	4 1/2
Keelsons	15 1/2	"	16 1/2	Water-Ways	7	Deck Beam Ditto	4
Scarphs of Ditto	7 feet 6 in			Upper Deck	3 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper	Iron		Copper	Iron		Copper	Iron
Heel-Knee, and Deadwood abaft	1 1/8	-	Transoms and throats of Hooks	1 1/8	-	Lower Pintle of the Rudder	3 1/4	-
Scarphs of Keel N° 0	1 1/8	-	Arms of Hooks	1 1/8	-	Hold Beam	1 3/8	-
Floor Timber Bolts	1 3/8	-	Bolts thro' Bilge & Limber Strakes	2	-	Deck Beam	1 1/2	-
Kelson ditto	1 3/8	-	Butt End Bolts	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, consist of Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of African & Eng. oak and are app. free from all defects. The Floors consist of English oak The First Foothooks of Eng. oak Timber. The Second Foothooks of Eng. oak The Third Foothooks of Eng. oak The Top Timbers of Eng. oak The Shifts of the first and second Foothooks are not less than 7/8 of breadth 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 well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. 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 cross chocked with a Butt at each end of the chock. The Main Keelson is Green heart and free from all defects. The False Keelson is Green heart & African oak The Deck Beams consist of Teak, Eng. & African oak The Hold Beams of Teak, Eng. & African oak The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amer. elm From the above named Height to the Light Water Mark Danish oak From the Light Water Mark to the Wales Teak, Eng. & African oak The Wales and Black-strakes are African oak & Teak The Topsides Teak The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak & African oak The Decks Yellow pine State of good The Shifts of the Planking are not less than Five Feet Four 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 Three between

Planking Inside.—The Limber strakes are Sister Kelsons, Green heart & African oak the Bilge Planks Green heart & African oak The Ceiling, Lower Hold, Teak Between Decks Teak Shelf Pieces Green heart & African oak Clamps Teak & African oak

Fastenings.—To Hold Beams Iron knees fore and aft, eleven pair iron standard knees above & twelve pair of long iron riders below Deck Beams Iron knees fore and aft, and twenty three pair of iron hanging and standard knees Number of Breasthooks Eight Pointers and Crutches Five Butts End Bolts are of Iron 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 How Made Turned General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature S. P. Austin Surveyor's Signature Thomas Lawrence

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 . Weight.
2	Fore Sails,	Chain	200	1 1/2	Bower,	3 30-3-21
2	Fore Top Sails,	Hempen Stream Cable	170	9		29-3-14
2	Fore Topmast Stay Sails,	Hawser	100	1	Stream,	29-1-14
2	Main Sails,	Towlines	100	7		9-0-14
2	Main Top Sails,	Warp	120	5 1/4	Kedge,	2 4-3-5
and <u>others as usual</u>		All of <u>good</u> quality.	100	4 1/4		2-0-12

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

She has 1 Long Boat and three others

The present state of the Windlass is secure Capstan 21 inches Rudder and Pumps sufficient

General Remarks—Statement and Date of Repairs.

All the external bolts, ~~also~~ the nails of the flat of the upper decks, are of mixed metal to the entire exclusion of iron,

S. P. Austin

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 : 11 : 4 is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 9th Aug^r 1853

Character assigned 13 A 1

Thomas Lawrence



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