

No. 5078 Survey held at Sunderland Date 13th August Recd 19/9/53
 on the Ship "Salaverra" Master J. M. McCauley
 Tonnage Old 305 New 437 Built at Sunderland When built 1853 Launched 21st July
 By whom built W. B. Harker Owners Smith & Duff & Co. Ltd.
 Port belonging to Liverpool Destined Voyage Madras
 If Surveyed while Building, Afloat, or in Dry Dock in building x Vide his letter 28/9/53

Length aloft	Feet. <u>113</u> Inches.	Extreme Breadth	Feet. <u>25</u> Inches.	Depth of Hold	Feet. <u>17</u> Inches. <u>5</u>
Scantlings of Timber.					
Room and Space	Inches. <u>26</u>	Inches. Middle <u>11 3/4</u> Ends <u>10 1/2</u>	Thickness of Plank.		
Floors	sided <u>11 3/4</u>	Moulded <u>11 3/4</u>	Outside.		
1 st Foothooks	" <u>10 1/2</u>	" <u>10 1/2</u>	Keel to Bilge	Inches. <u>3 3/4</u>	Inside.
2 nd Ditto	" <u>9 3/4</u>	" <u>9 3/4</u>	Bilge Planks	<u>4 1/2</u>	Limber Strakes
3 rd Ditto	" <u>10 1/2</u>	" <u>10 1/2</u>	Bilge to Wales	<u>3 3/4</u>	Bilge Planks
Top Timbers	" <u>10 1/2</u>	" <u>10 1/2</u>	Wales	<u>4 1/2</u>	Ceiling in Flat
Deck Beams N ^o <u>20</u>	Average Space <u>4 feet</u>	" <u>10 3/4</u>	Short Hoods	<u>3 1/2</u>	Ditto Bilge to Clamp
Hold Beams N ^o <u>17</u>	Average Space <u>5 1/4</u>	" <u>11 1/2</u>	Topsides	<u>3 1/2</u>	Hold Beam Clamps
Keel	" <u>13</u>	" <u>13</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto
Keelsons	" <u>14 1/2</u>	" <u>14 1/2</u>	Plank Sheers	<u>3 3/4</u>	Ceiling 'twixt Decks
Scarphs of Ditto	<u>1/2</u>	" <u>14 1/2</u>	Water-Ways	<u>1 1/2</u>	Hold Beam <u>Sheer Strakes</u>
			Upper Deck	<u>3 1/2</u>	Deck Beam Ditto

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

Heel-Knee, and Deadwood abaft	Copper <u>1 3/16</u> Inches.	Iron <u>—</u>	Transoms and throats of Hooks	Copper <u>1 1/16</u> Inches.	Iron <u>—</u>	Lower Pintle of the Rudder	Copper <u>2 3/4</u> Inches.	Iron <u>—</u>
Scarphs of Keel.....N ^o <u>1</u>	<u>1 5/16</u>	<u>—</u>	Arms of Hooks	<u>1 1/16</u>	<u>—</u>	Hold Beam	<u>—</u>	<u>1 1/16</u>
Floor Timber Bolts	<u>1 1/16</u>	<u>—</u>	Bolts thro' Bilge & Limber Strakes	<u>1 3/16</u>	<u>—</u>	Deck Beam	<u>—</u>	<u>5/8</u>
Kelson ditto	<u>1 1/16</u>	<u>—</u>	Butt End Bolts	<u>3/4</u>	<u>—</u>			

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 3 1/2 Inches. The Stem, Stern Post, consist of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng^l & African oak and are up^d free from all defects. The Floors consist of English oak The First Foothooks of Eng^l oak Timber. The Second Foothooks of Eng^l oak The Third Foothooks of Eng^l oak The Top Timbers of Eng^l oak The Shifts of the first and second Foothooks are not less than 1/4 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 fairly free from sap, and from thence downwards, the frame is fairly squared

The alternate Frames are all bolted together to the gunwale. Water N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 of of the entire moulding at that place.

The Frame is cross chocked with — Butt at each end of the chock.

The Main Keelson is Green heart and free from all defects.

The False Keelson is —

The Deck Beams consist of Eng^l & Africⁿ oak The Hold Beams of Green h^t Eng^l & Africⁿ oak The Knees of iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Amerⁿ elm

From the above named Height to the Light Water Mark Danzie & Hottin oak

From the Light Water Mark to the Wales Green heart, African & Eng^l oak

The Wales and Black-strakes are Green heart, African & Eng^l oak

The Sheer-strakes Green h^t Africⁿ & Eng^l oak and Plank-sheers Green h^t Africⁿ & Eng^l oak

The Decks Yellow pine The Water-ways Green h^t Africⁿ & Eng^l oak

The Shifts of the Planking are not less than Two Feet — Inches. State of good

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 Danzie oak the Bilge Planks Danzie oak

The Ceiling, Lower Hold, Danzie oak Between Decks Danzie oak

Shelf Pieces — Clamps Green heart, Eng^l and African oak

Fastenings.—To Hold Beams Iron fore and aft knees, eight pair of staple standards, and nine pair of long rider hanging knees.

Deck Beams Iron fore and aft knees, and twenty four pair of standards and hanging knees.

Number of Breasthooks Six Pointers One pair Crutches one

Butts End Bolts are of 1/2 Metal 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^l 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 W. B. Harker

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	240 1 3/4	Bower,	3 102-0-0
2	Fore Top Sails,	Hempen Stream Cable	90 0 1/2		17-0-0
2	Fore Topmast Stay Sails,	Hawser	60 4 0/8	Stream,	1 15-0-0
2	Main Sails,	Towlines	90 6		5-0-0
2	Main Top Sails,	Warp	90 5 1/2	Kedge,	1 2-0-0
and <u>there as usual</u>		All of <u>good</u> quality.	90 4 1/4		

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

She has 1 Long Boat and two others

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

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, Felted, or Coppered by Metal to plates When last done

I am of opinion this Vessel should be Classed 10 c & 1

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

Order No. 518 Special£ 19: 5: "

Certificate (if required)£ " : 10: "

Committee's Minute 19 Aug 1853

Character assigned A 1st 11 Aug

Thomas Lawrence



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Foundation