

now Marshall & Pelissier
No. 5629 Survey held at Sunderland Date 16 August 1855
on the Ship Pelissier Master Anderson
Tonnage Old Built at Sunderland When built 1855 Launched August
By whom built W. Petrie Owners J. & C. Sumner
Port belonging to London Destined Voyage India
If Surveyed while Building, Afloat, or in Dry Dock During building

Length aloft	148	Feet.	Inches.	Extreme Breadth Outside	30	Feet.	Inches.	Depth of Hold	19	Feet.	Inches.
Scantlings of Timber.											
TIMBER AND SPACE	30	Inches.						Thickness of Plank.			
Floors	13 1/2	Moulded	13 1/4					Outside.		Inside.	
1st Foothooks	11 1/4		11 1/4					Keel to Bilge	4 1/4	Limber Strakes	4 1/2
2nd Ditto	10 1/2		9 1/2					Bilge Planks	5	Bilge Planks	4 1/2
3rd Ditto	9 1/2		8 1/2	7				Bilge to Wales	4	Ceiling in Flat	3 1/4
Top Timbers	9		8 1/2	7				Wales	5	Ditto Bilge to Clamp	3 1/4
Deck Beams N° 28	4 1/2	Average Space	4 1/2	7 1/2				Topsides	4	Hold Beam Clamps	4 3/4
Deck Beams, length amidships	28 1/2		9	7 1/2				Sheer Strakes	4	Deck Beam Ditto	4 1/4
Hold Beams N° 25	4 1/2	Average Space	13	11				Plank Sheers	4	Ceiling 'twixt Decks	2 3/4
Hold Beams, length amidships	28 1/2		14 1/4	14 1/4				Water-Ways { Upper Deck	9 1/2	Hold Beam Shelves	
Keel	14 1/4		14 1/4					Lower Deck	3 1/2	Deck Beam Ditto	
Scarp of Ditto								Upper Deck			
Keelsons	15 1/2		16								
Scarp of Ditto	7 1/2										

Rider Nelson Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft	15/16	Copper	Iron	Transoms and throats of Hooks	13/16	Copper	Iron	Waterway	1 1/8	Copper	Iron
Scarp of Keel.....N° 8	1 1/8			Arms of Hooks	1 1/8			Hold Beam Bolts in	1 1/8		
Keelson Bolts through Keel at each Floor	1 3/16			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	7/8			Shelf or Clamp	1 1/8		
Bolts through Heels of Timbers against Deadwood	7/8			Butt End Bolts	7/8			Waterway	1 1/8		
				Pintles of the Rudder	3			Knees	15/16		
								Shelf or Clamp	15/16		
								Treenails	15/16		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 6 1/2 Inches.

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak and are free from all defects.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 4 ft 6 in 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 & sound

The alternate Frames are 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 1/4 of the entire moulding at that place.

The Frame is all chocked with No Butt at each end of the chock. The Main Keel is Elm & F. Oak

The Main Keelson is Greenheart and free from all defects. The False Keelson is American Oak

The Deck Beams consist of English Oak The Hold Beams of Oak & English Oak The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm or to the First Foothook Heads

From the above named Height to the Light Water Mark Foreign W. Oak

From the Light Water Mark to the Wales Danzig Oak & Greenheart

The Wales and Black-strakes are Greenheart & English Oak The Topsides East I. Oak

The Sheer-strakes and Plank-sheers East I. Oak The Water-ways { Upper Deck East I. Oak

The Decks Yellow Pine { Lower Deck East I. Oak

The Shifts of the Planking are not less than 5 Feet Inches. State of Good

or partial, and if partial, in what part of the Ship. N. B. If less than prescribed by the Rule, state whether general

Planking Inside.—The Limber-strakes are Danzig Oak The Planking is wrought Three Strakes between

The Ceiling, Lower Hold, Greenheart Oak & Danzig Oak The Bilge Planks Danzig Oak

Shelf Pieces Between Decks East I. Oak

Clamps Danzig Oak & East I. Oak

Fastenings.—To Hold Beams Horizontal Staple Knees & 12 Pair of Vertical Rider Knees

Deck Beams Horizontal Staple Knees & 26 Pair of Vertical & Staple Standard Knees

Number of Breasthooks Seven Pointers two Crutches two

Butts End Bolts are of Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Circular

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Good

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

Builder's Signature Wm Petrie Surveyor's Signature Robt Fowler

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.
<i>A full</i>	Fore Sails,	Chain	<i>270</i> <i>15/8</i>	Bower,	<i>3</i> <i>30.1.24</i>
<i>Suit of</i>	Fore Top Sails,	Hempen Stream Cable			<i>30.1.14</i>
<i>Sails</i>	Fore Topmast Stay Sails,	Hawser <i>Chain</i>	<i>60</i> <i>1</i>	Stream,	<i>29.2.7</i>
	Main Sails,	Towlines	<i>80</i> <i>8 1/2</i>		<i>7.1.14</i>
	Main Top Sails,	Warp	<i>85</i> <i>6 1/2</i>	Kedge,	<i>1</i> <i>2.1.22</i>
and		All of <i>good</i> quality.	<i>80</i> <i>5 1/2</i>		

Her Standing and Running Rigging *New Hemp* &c. are sufficient in size and *apparently good* in quality.

She has *A* Long Boat and *Gawl & gig*

The present state of the Windlass is *New* Capstan *New* Rudder *New* Pumps *New*

General Remarks—Statement and Date of Repairs.

This Vessel is fastened with yellow Metal bolts in all her bindings and external fastenings including the keel of boat timber and the nail in the upper deck to the entire exclusion of Iron
Wm B Petree

Marshal Selous

X

The batheads of this ship are of American Elm of good quality, but as this has been objected to as not a sufficiently high classed material for that purpose, I beg to leave it to the Committee to decide, as the Owners are quite satisfied with it, and consider that they should not be refused the class, as the material for batheads is not named in the Rules R. F.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed *10. A. 1 Robt Fowler*

The Amount of the Fee.....£ *5* : " : " is received by me,

Sept 11 *Charter fee 45* Special£ *50.12* : "

Certificate (if required)£ - : - : -

Committee's Minute *4th September 1855*

Character assigned *A 1 for 10 years*



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