

No. 260 Survey held at Bridport Date 23<sup>rd</sup> Aug<sup>r</sup> 14 Nov<sup>r</sup> 1855 14 Feb<sup>r</sup> 16 March 23<sup>rd</sup> 1856

on the Nourmahal Master Lewis, C. Brazley

Tonnage Old New 246<sup>23</sup>/<sub>100</sub> Built at Bridport When built 1855 & 1956 Launched

By whom built Mess<sup>rs</sup> Cox & Son Owners Mess<sup>rs</sup> Prouse & Co

Port belonging to Liverpool Destined Voyage Not Known

☒ Surveyed while Building, ☐ Afloat, or in Dry Dock

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.		Feet.	Inches.	Feet.	Inches.
Length aloft	17	4	3	0	Extreme Breadth Outside	3	3	10	0	Depth of Hold	2	1	10	0
Scantlings of Timber.														
Thickness of Plank.														
Outside.														
Inside.														
Timber and Space														
Floors	3	0	3	2	14	15	13	14	12	Garboard Strakes	7	4	4	5
1 <sup>st</sup> Foothooks	12	12	12	12	14	11	13	11	11	Garboard to Bilge	4	4	4	5
2 <sup>nd</sup> Ditto	11	2	11	2	11	9	11	9	9	Bilge Planks	6	4	4	5
3 <sup>rd</sup> Ditto	9	2	10	4	10	2	7	9	7	Bilge to Wales	4	2	4	4
Top Timbers	9	2	10	4	9	2	7	9	7	Wales	6	5	2	5
Deck { No 30 Average Space } 4 feet 6	9	2	9	2	9	2	7	9	2	Topsides	4	4	4	4
Deck Beams, length amidships 3 1/2	13	2	13	2	13	2	13	2	11	Sheer Strakes	4	4	4	4
Hold { No 26 Average Space } 4 feet 3	14	2	15	10	15	10	15	10	15	Plank Sheers	6	4	4	4
Hold Beams, length amidships	14	2	15	10	15	10	15	10	15	Water - Upper Deck	11	13	7	2
Keel { Length of English Oak } 14 1/2	16	2	16	19	16	19	16	19	16	Ways { Lower Deck } 8 1/2	13	4	11	4
Scarp of Ditto 6 feet 6	16	2	16	19	16	19	16	19	16	Upper Deck	4	4	4	4
Keelsons { Length of Greenheart } 16 1/2	16	2	16	19	16	19	16	19	16					
Scarp of Ditto 7 feet 6	16	2	16	19	16	19	16	19	16					

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

Heel-Knee, and Deadwood abaft	Copper		Inches	required	per Rule	Transoms and throats of Hooks	Copper		Inches	required	per Rule	Hold Beam Bolts in	Waterway	Knees	Shelf for Clamp	Deck Beam Bolts in	Waterway	Knees	Shelf for Clamp	Nails or Bolts in Flat of Deck	Treenails	1 1/2	Inches	Locust	English Oak
	Inches	in Ship					Inches	in Ship																	
Heel-Knee, and Deadwood abaft	1	3/8	1	3/8		Transoms and throats of Hooks	1	3/8	1	3/8		Hold Beam Bolts in	Waterway	Knees	Shelf for Clamp	Deck Beam Bolts in	Waterway	Knees	Shelf for Clamp	Nails or Bolts in Flat of Deck	Treenails	1 1/2	Inches	Locust	English Oak
Scarp of Keel	1	3/8	1	3/8		Arms of Hooks	1	3/8	1	3/8															
Keelson Bolts through Keel at each Floor	1	3/8	1	3/8		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1	3/8	1	3/8															
Bolts through Heels of Timbers against Deadwood	1	3/8	1	3/8		Butt End Bolts	1	3/8	1	3/8															
	1	3/8	1	3/8		Pintles of the Rudder	1	3/8	1	3/8															

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 14 Inches. The Space between the Top-Timbers is 14 Inches.

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 to 5 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Five feet

The Frame is well squared from the First Foothook Heads upwards, and well squared 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 close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is 6 rows choiced with a Butt at each end of the choick. The Main piece of Rudder is English Oak

The Main Keelson is Greenheart & Teak and free from all defects. The Main piece of Windlass is English Oak

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 Deck and Hold Beams consist of Teak & English Oak The Breasthooks of English Oak The Knees of Ron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is American & English Elm  
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Teak & English Oak

From the Light Water Mark to the Wales Teak & English Oak

The Wales and Black-strakes are Teak & English Oak The Topsides Teak & English Oak

The Sheer-strakes and Plank-sheers Teak & English Oak The Water-ways { Upper Deck Teak & English Oak

The Decks American Yellow Pine Lower Deck Spoketong Teak

The Shifts of the Planking are not less than Five 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, and without step-butting.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are Teak

The Ceiling, Lower Hold, and between Decks Teak & English Oak Shelf Pieces and Clamps Teak & English Oak

**Fastenings.**—To Hold Beams dowelled to the Clamps, Staple Iron Fore & Aft Knee between each

beam; an Iron Hanging Knee to every other beam passing down to the midline of the bilge

nine bolts through the side arms; three in beam arm; Pair of Iron Straps passing down from the Hold

beam clamps to the lower edge of the bilge with seven through to the in each strap

Deck Beams dowelled to the Clamps, Iron Staple Fore and Aft Knee between each beam; Iron Hanging Knee

to each beam end every other knee is a Staple Standard fitted on top of Hold beam & lower side

Number of Breasthooks seven Ron & 2 English Oak Pointers ceiling worked up to the Deck Crutches Two Ron

Butts End Bolts are of Gallow 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 Locust & English Oak How Made Turned

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

We certify that the above is a correct description of the several particulars therein given

Builder's Signature John Cox Surveyor's Signature W. B. Brown

500894-0144



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .				N <sup>o</sup> .	Weight.
	Fore Sails,	Chain .....	Fathoms. Inches.		
	Fore Top Sails,	Hempen Stream Cable .....			
	Fore Topmast Stay Sails,	Hawser .....			
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....			
	and	All of _____ quality.			

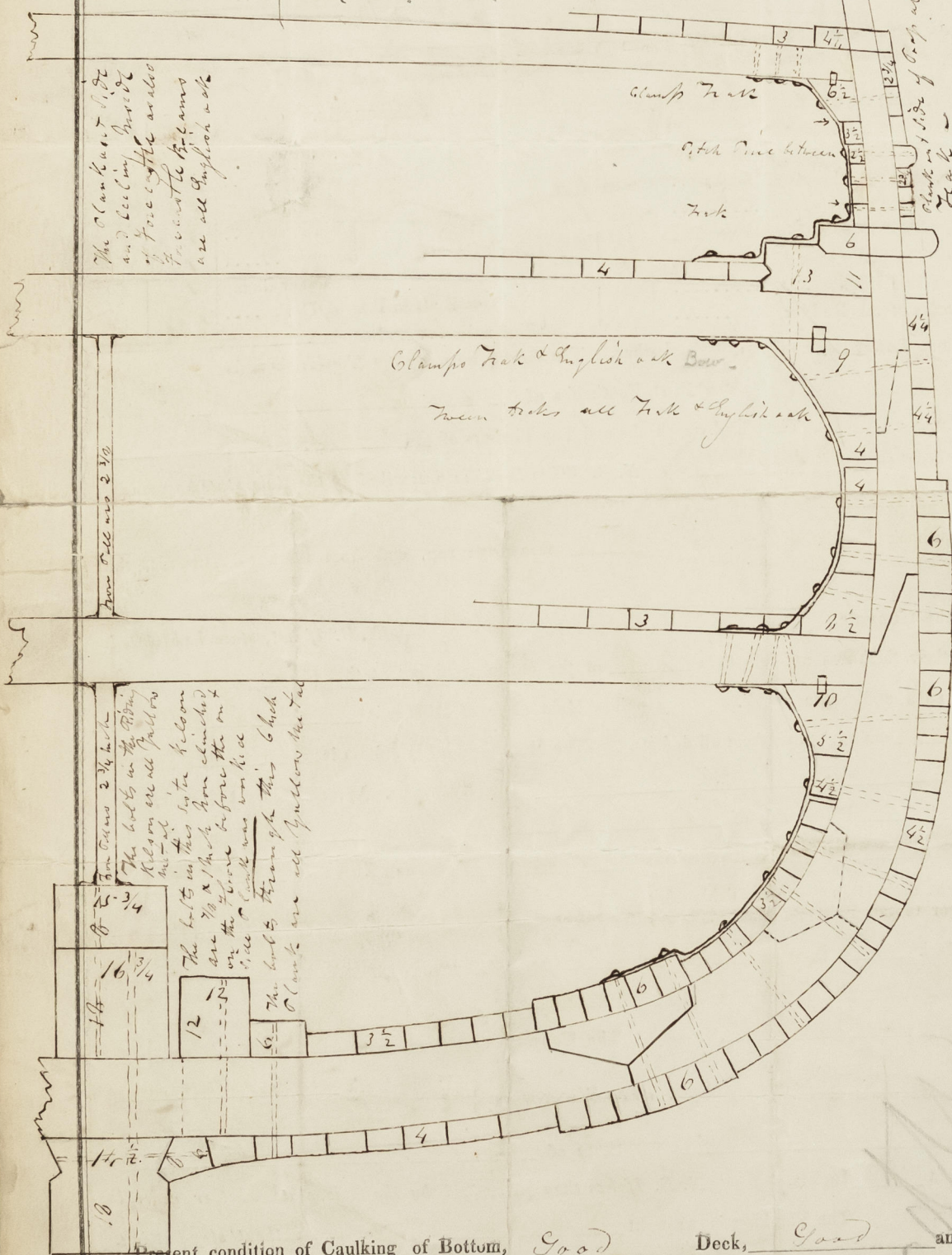
Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ Rudder \_\_\_\_\_ Pumps \_\_\_\_\_

### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	14 <sup>th</sup> Nov <sup>r</sup> 1855
	2nd. When the Beams are put in, &c.	14 <sup>th</sup> Feb <sup>r</sup> 1856
	3rd. { When completed, and before the plank be painted or payed }	6 <sup>th</sup> March 1856



The Out fit of this vessel was not finished when seen by me, the vessel proceeds to London or Liverpool to be coppered when the Builder informed me they would get the out fit Reported, the Clamps to hold and both the arms are fastened through each Trunk and the Water Ways in every alternate Trunk the material and fastenings in this vessel is also the Workman awlays are in my opinion very satisfactory, all the fastenings required for a Thirteen years vessel to be of Gallon metal except where the Pieces admit of Iron being used have been put in this vessel and I am of opinion that she is well worthy of being classed as Thirteen years

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good  
If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A Thirteen years

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, W. J. B. B. B.

Special .....£ 20 : 0 : 0  
Certificate .....£ : 5 : 0

Committee's Minute 13<sup>th</sup> June 1856

Character assigned 13<sup>th</sup> June 1856