

No. 458 Survey held at Lyme Regis Date July 9 & 10th 1851
 on the Ship Dolphin Master George Murray
 Tonnage 380 Built at Lyme When built 1851
 By whom built John Mansfield Owners Wheatly & Walker
 Port belonging to London Destined Voyage Brazil
 If Surveyed Afloat or in Dry Dock in Builders Yard

Length aloft	Feet. <u>116</u> Inches. <u>0</u>	Extreme Breadth	Feet. <u>25</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>17</u> Inches. <u>0</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>22½</u>	Inches. Middle <u>13</u> Ends <u>13</u>	Outside.		
Floors	sided <u>12</u>	Moulded <u>13</u>	Keel to Bilge	Inches. <u>3</u>	Inside.
1 st Foothooks	" <u>9</u>	" <u>9</u>	Bilge Planks	<u>5</u> <u>8</u> <u>4</u>	Limber Strakes <u>3</u> <u>Shakes</u> <u>9</u> <u>3½</u>
2 nd Ditto	" <u>8</u>	" <u>8</u>	Bilge to Wales	<u>3</u>	Bilge Planks <u>4</u> <u>8</u> <u>5</u> <u>8</u> <u>2</u> <u>3½</u>
3 rd Ditto	" <u>7½</u>	" <u>7</u>	Wales	<u>5</u>	Ceiling in Flat <u>2½</u>
Top Timbers	" <u>7</u>	" <u>6</u>	Topsides	<u>2½</u>	Ditto Bilge to Clamp <u>2½</u>
Deck Beams N ^o <u>19</u> Average Space <u>4 feet</u>	" <u>9½</u>	" <u>9½</u>	Sheer Strakes	<u>4</u>	Hold Beam Clamps <u>3½</u>
Hold Beams N ^o <u>22</u> Average Space <u>4 feet</u>	" <u>10</u>	" <u>10</u>	Plank Sheers	<u>3¼</u>	Deck Beam Ditto <u>3½</u>
Keel	" <u>11½</u>	" <u>12</u>	Water-Ways	<u>5</u>	Ceiling 'twixt Decks <u>2½</u>
Kelsons	" <u>14</u>	" <u>17</u> <u>14</u>	Upper Deck	<u>3</u>	Hold Beam Shelves <u>5</u>
Size of Bolts in Fastenings, distinguishing whether			Iron.		
Heel-Knee, and Dead Wood abaft	Inches. <u>1¼</u>	<u>Muntz under keel</u>	Inches.		
Scarp of Keel N ^o <u>3</u>	<u>¾</u>	Bolts thro' the Bilge and Limber Strakes	<u>¾</u>	Hold Beam	<u>1-7/8</u> <u>¾</u>
Floor Timber Bolts	<u>¾</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>1</u> <u>7/8</u> <u>¾</u>
Kelson ditto	<u>¾</u>	Lower Pintle of the Rudder	<u>2</u> <u>¼</u>		
Transoms and throats of Hooks	<u>1½</u>				
Arms of Hooks	<u>1½</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1½ Inches. Cur. The Space between the Top-timbers is 3 Inches. Cur. 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 Ditto Timber.

The other Foothooks and Top Timbers of Ditto

The Shifts of the first and second Foothooks are not less than _____ 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 sufficiently free from sap, and from thence downwards, the frame is well

The alternate Frames are all bolted together. 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. Generally

The Frame is Partially chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of _____

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

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of Do The Topsides of English Oak

The Sheer-strakes and Plank-sheers of Do The Water-ways of Ditto

The Decks of Red Pine & New Zealand 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 thin strakes between _____

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

The Ceiling, Lower Hold, of English Oak Between Decks of Ditto

Shelf Pieces of Ditto Clamps of Ditto

Fastenings.—To Hold Beams fastened in Side, & Iron Slaps for fore and aft knees, also 12 iron hanging knees fastened through with Muntz

Deck Beams Slaps for fore & aft knees, also 8 Slaps Standards & 10 hanging iron knees

Number of Breasthooks 5 Pointers One Pair Crutches One

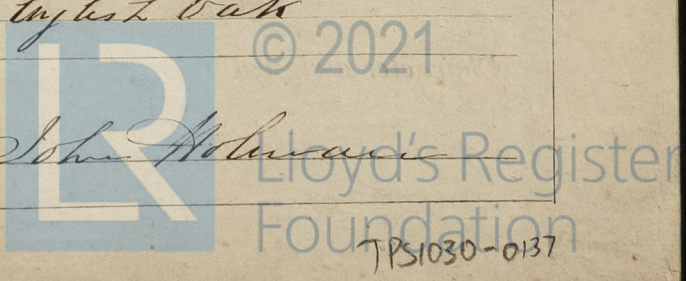
Butts End Bolts are of Gal Metal in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Limber Strakes Do bolted through and clenched. Treenails of English Oak

General Quality of Workmanship Good

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

Builder's Signature John Mansfield Surveyor's Signature John Holman



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 .	
2	Fore Sails,	210	Chain	1 3/4	3	Bower, 17-3-21/17-2-4/16-2-3
1	Fore Top Sails,	80	"	7/8	1	Stream, 7-0-0
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	6 1/2	1	Kedge, 2-0-0
1	Main Sails,	90	Hawser	5 1/2		
2	Main Top Sails,		Towlines	4 1/2		
and all other necessary Sails			Warp			
			All of <u>Good</u> quality.			

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

She has One Long Boat and One Ship & One Cutter

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps Good

General Remarks—Statement and Date of Repairs.

The following were condemned & let to Bunting and replaced
2 Lower Hold Ship pumps, 2 Planks of Ceiling, 2 Outside Plank
3 of 1st futtocks, 6 Top timbers & 2 Second futtocks a large
quantity of Ropes &c.

I cannot tell in the space allotted for the Ship's of first and
second futtocks, ^{then were} eight shak, viz, four on each side. I wanted this
defect to Mr Martin and I believe he was satisfied they were
in accordance with the Rules and he has paid for them
they had been removed. I had not an opportunity of examining
as the plank was worked before I saw her kindly Mr. Langer also
saw her by all the plank was worked. I had notice from
Mr Martin there were many deviations from the Rules for a 12 A Ship
the particulars of which were handed to Mr Martin and he agreed
me he had remedied every well complained of, but as I was not called
upon to survey the work condemned by Mr Martin until the plank was
worked I cannot say by my own knowledge the defects were ^{all} remedied, the
the plank was ^{stayed} if was so too high and replaced with
light oak, the Ship pumps, Ceiling and outside plank was removed
and replaced, and I had a great many turkeys driven out, and four
four out of five will make, the cottonal work I believe to be
very good and as to all material particularly the Frame of the Ship
and plank, I hardly believe it could be better, the knees and
fastenings particularly the upper deck are abundant

If Sheathed, Doubled, Felted, or Coppered Yes but not When last done

I am of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ 4 : 0 : 0 is received by me, John Wilson

Special£ : :

Certificate (if required)£ : :

Committee's Minute 26th Aug 1857

Character assigned 1st class



Lloyd's Register
Foundation