

Rec 21/10/52
No. 1257 Survey held at Worthington Date October 13 1852
the Ship "Middan" Master G. Newman
Old 443 Built at Worthington When built Launched 15 Sept
New 376 whom built H. Lampert Owners Bartholomew & Co 1852
port belonging to Liverpool Destined Voyage Liverpool & Rio Janeiro
Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet. 134	Inches. "	Extreme Breadth	Feet. 26	Inches. 7	Depth of Hold	Feet. 16	Inches. "
Scantlings of Timber.			Thickness of Plank.					
Room and Space	Inches. 26 1/2	Inches. Middle Ends	Outside.		Inches.	Inside.		
Floors	sided 11 1/4	Moulded 11 1/4	Keel to Bilge	3		Limber Strakes	4	
1st Foothooks	" 9 1/4	" 9 1/4	Bilge Planks	4		Bilge Planks	4 3/4	
2nd Ditto	" 9 1/2	" 9 1/2	Bilge to Wales	3 1/2		Ceiling in Flat	3	
3rd Ditto	" 9	" 7 3/4	Wales	4 3/4		Ditto Bilge to Clamp	3 diagonal	
Timbers	" 8	" 7 3/4	Short Hoods	"		Hold Beam Clamps	2 x 1 1/2	
Deck Beams N° 24	Average Space 14 ft 6 3/4	" 8 1/4	Topsides	3		Deck Beam Ditto	2 x 1 1/2	
Beams N° 17	Average Space 5 ft 9 3/4	" 11 1/4	Sheer Strakes	3 3/4		Ceiling 'twixt Decks	2 1/4	
		" 11 1/2	Plank Sheers	3 1/2		Hold Beam Shelves		
		" 13	Water-Ways	7		Deck Beam Ditto		
of Ditto		" 13	Upper Deck	3 1/2				

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Keel, and Deadwood abaft	1 1/8	1/2	Transoms and throats of Hooks	1	1	Lower Pintle of the Rudder	3 1/8	
Keel.....N° 8	7/8	"	Arms of Hooks	7/8	7/8	Hold Beam	1 1/8	
Other Bolts	1 1/8	"	Bolts thro' Bilge & Limber Strakes	3/4	1/2	Deck Beam		1 3/16
to	"	"	Butt End Bolts	3/4	1/2			

ing.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, consist of English Oak & Teak the Wales, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. Floors consist of American & Bremen Oak The First Foothooks of Bremen Oak Timber. Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak Shifts of the first and second Foothooks are not less than 3 feet 10 in N. B. When less than prescribed by the Rule, state how many. rest of the Shifts of the Frame are 3 feet 10 in Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is well squared alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. Butts of the Timbers are all close together; their thickness not less than 1/8 of the entire moulding at that place. Frame is crisp chocked with a Butt at each end of the chock. Main Keelson is Amurra and free from all defects. The False Keelson is Amurra Oak Deck Beams consist of English Oak & Amurra The Hold Beams of Greenheart & Amurra The Knees of Am **ing Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is American & Am from the above named Height to the Light Water Mark American Oak & 8 from the Light Water Mark to the Wales Pitch Pine Wales and Black-strakes are Greenheart & Teak & Amurra The Topsides Pitch Pine Sheer-strakes Greenheart and Plank-sheers Teak The Water-ways Teak Decks Yellow Pine State of Good Shifts of the Planking are not less than 4 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 three between **ing Inside.**—The Limber-strakes are American Oak & 8 the Bilge Planks American Oak & 8 the Ceiling, Lower Hold, Teak (diagonally) Between Decks Greenheart self Pieces Clamps Greenheart & Amurra **ings.**—To Hold Beams 12 pair Am hanging knees to floor heads and large sap to a side of Beams through bolted and in one bolts of G. Metal 1 1/8 Deck Beams Am laying staples & Am hanging knees to every beam

Number of Breasthooks 5 Am 1 curved Pointers Am Crutches Am
Butts End Bolts are of G. 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 Locust & English How Made Peculiar
General Quality of Workmanship Good

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

Builder's Signature C. Lampert

Surveyor's Signature Richard G. G. G.

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 3/8	3	Cathaya
2	Fore Top Sails,		Hempen Stream Cable	90	8"		
2	Fore Topmast Stay Sails,		Hawser	90	6"	1	do
1	Main Sails,		Towlines	90	4 1/2"		
2	Main Top Sails,		Warp	120	3"	2	do
1	Main Top sail		All of <u>good</u> quality.				
and	2 jibs						

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

She has One Long Boat and One jolly Boat and Gig

The present state of the Windlass is good Capstan good Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

Top Gallant Beams of Greenheart Mera and English Oak sided of
Forecastle Moulded 1 3/4" planing outside joint pine, then trunks
Seat, Clamps Deck below that yellow pine

This vessel has a round stem and a raised quarter
deck of 16" and is built of good materials and
well fastened she has the Chain out of the Ship
"Cathaya" which before has new ones

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Paper When last done before launching

I am of opinion this Vessel should be Classed A1 for 9 years

The Amount of the Fee.....£ 4 : : - is received by me, Richard Linnay

Special£ : :

Certificate (if required)£ : : 10: to be sent to Mr C. Sampson South Bridge

Committee's Minute 22nd Oct 1852

Character assigned A1 for 9 years



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Foundation