

No. 862 Survey held at Greenock Date 30 April 1840
on the New Steamer "Martin Luther" Master Robert Swan
Tonnage 398.1.0 Built at Greenock When built 14th April 1840
By whom built Thomson & Co. Owners John Taylor & Co.
Port belonging to Greenock Destined Voyage Glasgow to Australia
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. 118	Inches. 3/10	Extreme Breadth	Feet. 23	Inches. 4/10	Depth of Hold	Feet. 17	Inches. 9	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	Inches. 13							
Floors.....	sided	13	Moulded	13		Outside.	Inches. 3 1/2	Inside.	Inches. 4 1/2
1 st Foothooks.....	"	11 1/2	"	10 1/2		Keel to Bilge	3 1/2	Foot Waling	4 1/2
2 nd Ditto.....	"	10	"	9 1/2		Bilge Planks	3 1/2	Bilge Planks	5 1/2
3 rd Ditto.....	"	9	"	8 1/2		Bilge to Wales	3 1/2	Ceiling in Flat	3 1/4
Top Timbers	"	8 1/2	"	7 1/2		Wales	5	Ditto Bilge to Clamp	3 1/4
Deck BeamsN°. of 19	"	11	"	11		Topsides	3	Hold Beam Clamps	2 1/2
Hold BeamsN°. of 7	"	13	"	13		Sheer Strakes	3 1/2	Deck Beam Ditto	1 1/2
Keel	"	13	"	14		Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Kelsons	"	14 1/2	"	14 1/2		Water-Ways	10	Hold Beam Shelves	3 1/2
						Upper Deck	3 1/2	Deck Beam Ditto	1 1/2
Copper.			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft	Inches. 14 1/2		Copper.			Inches. 4	Iron.		Inches. 1 1/2
Scarphs of Keel.....N°. 7	7		Bolts thro' the Bilge and Foot Waling			4	Hold Beam		1 1/2
Floor Timber Bolts	13		Butt End Bolts			3 1/2	Deck Beam		1
Kelson ditto	13		Lower Pintle of the Rudder			3 1/2			
Transoms and throats of Hooks	13								
Arms of Hooks	13 1/2						same in Iron above the Copper		1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 13 to 2 Inches. The Space between the Top-timbers is 26.5 Inches. The Stem, Stern Post, are composed of British & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British & African Oak and are — free from all defects.

The Floors and first Foothooks are composed of British Oak Timber.
The other Foothooks and Top Timbers of British Oak
The Shifts of the first and second Foothooks are not less than 1 ft. to 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 good
The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is all well squared
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 5 of the entire moulding at that place.
The Frame is well choiced with 4 Butt at each end of the choick. Cross choiced and full Butte Roped
The Main Kelson is composed of African & British Oak and the False Kelson of African Oak
The Scarphs of the Kelsons are not less than 6 feet 3 inches.
The Deck and Hold Beams are composed of British Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Snake Wood, Elm
From the first Foothook Heads to the Light Water Mark of British Oak
From the Light Water Mark to the Wales of British Oak
The Wales and Black-strakes are of British Oak The Topsides of British Oak
The Sheer-strakes, and Plank-sheers of British Oak The Water-ways of Red Pine
The Decks of Yellow Pine State of New
The Shifts of the Planking are not less than 56 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 two and three between three masts

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak
The Ceiling, Lower Hold, of American Oak Between Decks of American Oak
Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Iron Lodging Nails on Chocks in Square Body, Double Lodging British Oak Nails in Round Bodies
Deck Beams Iron Lodging Nails on Chocks in Square Body, Double Lodging British Oak Nails in Round Bodies
Number of Breasthooks four below main beam Pointers two British Oak Crutches two Iron
Butts End Bolts are of Copper in the Bottom, and 4 Bolt in each Butt End through and clenched.
Bilge and Footwaling Iron 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 Name _____
Surveyor's Name _____

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,	240	Chain	13 1/2	3	Bower,
2	Fore Top Sails,	88	Hempen Stream Cable	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	6 1/2	1	Kedge,
1	Main Sails,	100	Towlines	4 1/2		
2	Main Top Sails,	80	Warp	3 1/2		
and will found in other parts 60			Stream & Warp	4		
			All of <u>good</u> quality.			

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

She has a Long Boat and Solly Boat

The present state of the Windlass is good with Capstan good and Rudder good

Speack & Robinson's Patent

General Remarks—Statement and Date of Repairs.

Laid on in July 1849, and launched in April 1850; Surveyed at the three prescribed periods, and frequently at other times, especially while building. Frame all English and built out of good quality and were squared. Shifts good but not wholly in frame. Bulkheads and full built. Rigged. Planking and cutting of good quality, well wrought, shifted two and three between, three masts, and where two is wrought the bulk is not on same timber number of beams and fastenings as described being securely fastened to the sides, with horizontal & diagonal braces, and stringers. Two painted red, painted and two iron, red and the wing and bulk transoms are diagonally iron braced to the sides, the is copper plated bulk and fastenings to the sides, and the bulk and the bulk are through each floor and clamped, all on rings. The general quality of the workmanship and finishings are good and the stores and furnishings are of the best description.

Special Survey Nov 24. 1851 - paid

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine bark When last done from Males to 1st down masts

I am of opinion this Vessel should be Classed 10 A 1 to same range forward and aft and shipped over top to the water in April 1854

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

Special£ 19 : 15 : -

Committee's Minute 30th June 1850

Character assigned 10 A 1

Wm. G. Cummins



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