

1344

No. 1344 Survey held at Greenock Date 1<sup>st</sup> June 1843  
 on the new ship "Brookby" Master W<sup>m</sup> Reside  
 Tonnage 423 <sup>old</sup> 505 <sup>new</sup> Built at Greenock When built 2<sup>nd</sup> May 1843  
 By whom built Murphy & Clark Owners James Morris and others  
 Port belonging to Greenock Destined Voyage Clyde to Bombay  
 If Surveyed Afloat or in Dry Dock on stocks

Length aloft	Feet. <u>112</u> <sup>Inches.</sup> <u>2/10</u>	Extreme Breadth <u>Amidships</u>	Feet. <u>25</u> <sup>Inches.</sup> <u>3/10</u>	Depth of Hold	Feet. <u>18</u> <sup>Inches.</sup> <u>2/10</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space..... each	<u>23</u>			<b>Outside.</b>	<b>Inside.</b>
Floors..... sided	<u>11</u>	Moulded	<u>13</u>	Keel to Bilge	<u>3 1/2</u>
1 <sup>st</sup> Foothooks..... "	<u>10</u>	"	<u>11</u>	Bilge Planks	<u>5</u>
2 <sup>nd</sup> Ditto..... "	<u>9</u>	"	<u>9</u>	Bilge to Wales	<u>3</u>
3 <sup>rd</sup> Ditto..... "	<u>8</u>	"	<u>7 1/2</u>	Wales	<u>5</u>
Top Timbers..... "	<u>7 1/2</u>	"	<u>6</u> <u>4 3/4</u>	Topsides	<u>3</u>
Deck Beams ....N°. of <u>19</u>	<u>9</u>	"	<u>10</u> <u>8</u>	Sheer Strakes <u>2 strakes</u>	<u>4 1/2</u>
Hold Beams ....N°. of <u>16</u>	<u>10</u>	"	<u>11</u> <u>9</u>	Plank Sheers	<u>3 1/2</u>
Keel	<u>12 1/2</u>	"	<u>13</u>	Water-Ways	<u>10</u>
Kelsons	<u>13</u>	"	<u>5</u> <u>4 1/2</u>	Upper Deck	<u>3</u>
Deck Beam spaces <u>3 ft 8 in. to 5 ft 10 inches</u>			Foot Waling		
Hold Beam spaces <u>4 ft to 5 ft 9 inches</u>			Bilge Planks		
<b>Copper.</b>			Ceiling in Flat		
Heel-Knee, and Dead Wood abaft	<u>1 1/4</u> <u>8 1/8</u>			Ditto Bilge to Clamp	<u>3</u>
Scarpsh of Keel.....N°. —	<u>7/8</u>			Hold Beam Clamps	<u>4</u>
Floor Timber Bolts	<u>1 1/8</u>			Deck Beam Ditto	<u>4</u>
Kelson ditto	<u>1 1/8</u>			Ceiling 'twixt Decks	<u>2 1/2</u>
Transoms and throats of Hooks	<u>1 1/8</u>			Hold Beam Shelves	<u>5.8</u> <u>13</u>
Arms of Hooks	<u>7/8</u> <u>1</u>			Deck Beam Ditto	<u>4 1/2</u> <u>14</u>
<b>Size of Bolts in Fastenings.</b>			Lower deck (for Kitting) — <u>3</u>		
<b>Copper.</b>			Upper — do — do — <u>4</u>		
Bolts thro' the Bilge and Foot Waling	<u>7/8</u> <u>3/4</u>			<b>Iron:</b>	
Butt End Bolts	<u>3/8</u>			Inches.	
Lower Pintle of the Rudder	<u>3 1/4</u>			Hold Beam	<u>1</u>
				Deck Beam	<u>7/8</u>
				same in Iron above the Copper	
					<u>1 1/8</u>
					<u>7/8</u> <u>1</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 1/2 Inches. The Space between the Top-timbers is 3 to 6 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British Oak & Greenheart and are — free from all defects. The Floors and first Foothooks are composed of American and British oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 4 ft to 4 ft 3 inches 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 very fairly 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 1/3 to 1/5 of the entire moulding at that place. The Frame is — chocked with a Butt at each end of the chock. Crop Chocks, full Butts and Scarphs. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 6 1/2 feet — inches. The Deck and Hold Beams are composed of American Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Elm. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of Amer. Oak and Morra The Topsides of American Oak. The Sheer-strakes and Plank-sheers of American Oak The Water-ways of Red Pine. The Decks of Yellow Pine State of New. The Shifts of the Planking are not less than 5 ft 6 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

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

**Fastenings.**—To Hold Beams Iron lodging knees on cheeks, with stringer above and below beams, & light pair diagonal iron hanging knees. Deck Beams Iron lodging knees on cheeks with stringer, and ten pair of diagonal iron hanging knees. Number of Breasthooks five below & one above deck Pointers two iron Crutches one iron aft. Butts End Bolts are of Copper & Yellow Metal in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling Copper & Yellow Metal bolted through and clenched. Footwaling iron bolter. General Quality of Workmanship Good Four transom knees.

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	240	Chain .....	1 1/2	3	Bower, S
2	Fore Top Sails,	80	Hempen Stream Cable .....	10	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	6 1/2	2	Kedge, S
1	Main Sails,	75	Towlines .....	5 1/2		
2	Main Top Sails,	75	Warp <u>Stream Chain</u> .....	1		
and well found in other Sails,			All of <u>Good</u> quality.			

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

She has a Long Boat and Silly Boat and gig

The present state of the Windlass is Good Capstan Good and Rudder Good  
with Johnston's Patent Purchase } Four lead pumps good.

**General Remarks—Statement and Date of Repairs.**

*Said on in July 1841, Launched 2<sup>nd</sup> May 1843. Surveyed at the prescribed periods, and at other times specially while Bulboring. Floors and first futtocks mostly American white oak, rest of the frame of Welsh and English oak of good quality, and very fairly squared. Shifts of timbers good, Built wholly in frame. Cross chocks, full Butt and Scarphs. Planking and Ceiling of good quality and well wrought, Shifted three between. Number of Beams, fastenings, and spars, as described. She has two iron pinters and an iron cutch aft, and the Wing and Rider transoms are diagonally iron knees to the sides. Copper Bilge and Butt through bolts, & clenched on rings. Nelson bolts through each floor, and clenched on rings on Main Keel. She is well finished, and her stores and furnishings, are complete, and of a good description.*

*Felted from Wales to Bilge, and Coppered (over*  
If Sheathed, Doubled, Felted, or Coppered paper below to the Wale When last done in May 1843.

I am of opinion this Vessel should be Classed "8 A1."

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

Special .....£ 21 : 3 : "

Committee's Minute 13<sup>th</sup> June 1843

Character assigned A1 for S. Yarn

*Certificate of Classification requested.*



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Foundation