

90

No. 2223 Survey held at Greenock Date 12<sup>th</sup> February 1847  
on the new ship "Isabella Mercus" Master Peter Houston  
Tonnage 534 old 619 new Built at Androsan When built 15<sup>th</sup> January 1847  
By whom built Parr & Shearer Owners Thos Hamilton Esq  
Port belonging to Greenock Destined Voyage Glyde to Calcutta  
If Surveyed Afloat or in Dry Dock On Stocks

Length aloft	Feet. <u>127</u> Inches. <u>4 1/2</u>	Extreme Breadth	Feet. <u>26</u> Inches. <u>9 1/2</u>	Depth of Hold	Feet. <u>20</u> Inches. <u>0</u>		
<b>Scantlings of Timber.</b>							
Timber and Space.....	each <u>28</u>	Inches. <u>28</u>	Inches. <u>15</u>	Inches. <u>15</u>			
Floors.....	sided <u>4 1/2</u>	Moulded	<u>15</u>				
1 <sup>st</sup> Foothooks.....	" <u>12</u>	"	<u>12 1/2</u>				
2 <sup>nd</sup> Ditto.....	" <u>11</u>	"	<u>11</u>				
3 <sup>rd</sup> Ditto.....	" <u>10</u>	"	<u>10</u>				
Top Timbers .....	" <u>9</u>	"	<u>8</u>	<u>6</u>			
Deck Beams ....N°. of <u>23</u> .....	" <u>10 1/2</u>	"	<u>10</u>	<u>7 1/2</u>			
Hold Beams ....N°. of <u>22</u> .....	" <u>13</u>	"	<u>13</u>	<u>10 1/2</u>			
Keel .....	" <u>14</u>	"	<u>15</u>	<u>---</u>			
Kelsons .....	" <u>16</u>	"	<u>17</u>	<u>7 1/2</u>			
<b>Thickness of Plank.</b>							
<b>Outside.</b>			Inches.	<b>Inside.</b>			
Keel to Bilge .....	<u>4</u>		Foot Waling .....	<u>4 1/2</u>			
Bilge Planks .....	<u>5 1/2</u>		Bilge Planks .....	<u>5 1/2</u>			
Bilge to Wales .....	<u>4</u>		Ceiling in Flat .....	<u>3 1/2</u>			
Wales .....	<u>5 1/2</u>		Ditto Bilge to Clamp .....	<u>3 1/2</u>			
Topsides .....	<u>3</u>		Hold Beam Clamps .....	<u>4 1/2</u>			
Sheer Strakes .....	<u>3 1/2</u>	<u>4</u>	Deck Beam Ditto.....	<u>4</u>			
Plank Sheers.....	<u>4</u>		Ceiling 'twixt Decks .....	<u>2 3/4</u>			
Water-Ways .....	<u>1 1/2</u>	<u>8</u>	Hold Beam Shelves .....	<u>5 1/2</u>	<u>13</u>		
Upper Deck .....	<u>4</u>		Deck Beam Ditto.....	<u>5</u>	<u>13</u>		
Lower Deck .....	<u>3 1/4</u>		Lower deck <u>spunking</u>	<u>4 1/4</u>			
			Upper deck <u>do</u>	<u>3 1/2</u>			
<b>Size of Bolts in Fastenings, distinguishing whether</b>							
<b>Copper or Iron.</b>			Inches.	<b>Copper or Iron.</b>			
Heel-Knee, and Dead Wood abaft .....	<u>1 1/4</u>	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling .....	<u>1/8</u>	Hold Beam .....	<u>1 1/8</u>	<u>1</u>
Scarp of Keel.....	N°. <u>1</u>		Butt End Bolts .....	<u>3/4</u>	Deck Beam .....	<u>1/2</u>	<u>1</u>
Floor Timber Bolts .....	<u>1 1/8</u>		Lower Pintle of the Rudder .....	<u>3 3/4</u>			
Kelson ditto .....	<u>1 1/8</u>						
Transoms and throats of Hooks .....	<u>1 1/8</u>						
Arms of Hooks .....	<u>1 1/8</u>	<u>1</u>					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 3 1/2 Inches. The Space between the Top-timbers is 3 1/2 to 5 1/2 Inches. The Stem, Stern Post, <sup>African oak</sup> ~~is~~ composed of British oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British 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 4 1/2 in. to 4 1/4 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 well squared

The alternate Frames are all bolted together. to Gunwale N. B. If not, state how bolted.

The Butts of the Timbers are — close together; their thickness not less than a third of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. Crop chocks, full butts, dowelled, and scarphs.

The Main Kelson is composed of Greenheart and the False Kelson of Duboo White oak.

The Scarphs of the Kelsons are not less than Six feet eleven inches.

The Deck and Hold Beams are composed of British and African oak and Greenheart.

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

From the first Foothook Heads to the Light Water Mark of two strakes of Duboo white oak and Greenheart

From the Light Water Mark to the Wales of Greenheart & British oak

The Wales and Black-strakes are of Greenheart & British oak The Topsides of Greenheart & British oak

Greenheart, British & African oak. The Sheer-strakes and Plank-sheers of African oak. The Water-ways of Greenheart & Plank next ditto of Bilge (Pine).

The Decks of Yellow pine State of New

The Shifts of the Planking are not less than 5 1/2 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 thru throughout between

**Planking Inside.**—The Limber-strakes are composed of Greenheart the Bilge Planks of Greenheart & Brit. oak

The Ceiling, Lower Hold, of Greenheart & British oak Between Decks of Greenheart & African oak

Shelf Pieces of African oak & Greenheart Clamps of African oak, British oak, & Greenheart

**Fastenings.**—To Hold Beams Double lodging iron knees fayed on the timbers, 4 stringer above and below beams, and ten pair of diagonal iron hanging knee riders, side arms down to bilge planks.

Deck Beams Double lodging knees on the timbers with stringer and six pair of diagonal iron hanging knees, and six pair of iron staple standards, to deck and hold beams.

Number of Breasthooks Six below & one above deck Pointers two of iron aft Crutches one of iron aft

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

Bilge and Footwaling Yellow Metal bolted through and clenched. Footwaling double bolts into floors.

General Quality of Workmanship Very good Three pair of banson knees.

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

Builder's Name

Surveyor's Name

John R. Manning



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,	270	Chain .....	1 5/8	3	Bower,	27 " 0 " 21 Iron Hooked
2	Fore Top Sails,	80	Stream Chain .....	7/8			25 " 2 " 0 Rodgers Patent
2	Fore Topmast Stay Sails,	80	Hempen Stream Cable .....	9 1/2	1	Stream,	8 " 0 " 0 Rodgers Patent
1	Main Sails,	80	Hawser .....	7 1/2	2	Kedge,	4 " 0 " 0 Rodgers Patent
2	Main Top Sails,	80	Towlines .....	6 1/2			
and well found in other Sails			Warp .....	4 1/2	1	Long Boat	23 ft. long. — 8 ft. broad.
			All of <u>Good</u> quality.		1	Pinnace	22 1/2 ft. do — 6 1/2 do
					1	Solly Boat	22 ft. do — 5 1/2 do
					1	Life Boat	22 ft. do — 6 1/2 do

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

She has a Long Boat and Pinnace and Solly Boat and Life boat (see above)

The present state of the Windlass is Good 2 Capstans Double Winch and Rudder Good  
With Patent purchase Good Four head pumps good

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

Laid on in May 1845. Launched 15<sup>th</sup> January 1847. Surveyed at the three prescribed periods, and at other times specially, while building. Frame all Welsh & English Oak, of good quality, very well squared, & well seasoned; the greater part of it, with beams, and other principle pieces, being converted for upwards of a year before coming up. Built wholly in frame. Shifts of timber good. Cop chocks, full butts dovetailed, and crarphs. Third futtocks all in one length to Gunwales, and the Cant frames stepped or dovetailed into the dead wood, forward and aft. Planking and ceiling of good quality, well wrought, Shifts three between. A thick Ceiling plank, twelve by four and a half inches, wrought along second futtock heads, all the way fore and aft, through Yellow Metal bolted every frame, head & keel. Number of Beams, Spaces, and mode of fastenings as described. Entirely bolted with Yellow Metal, from Gunwales to keel. Poop and fore-castle beam fastenings included. Nelson bolts thro' each floor, and the Bilge and Butt bolts through & clenched in rings. Port walting double bolts into each floor. Sternails all plained, and the workmanship very good throughout. She is supplied with Smith's Lightning Conductor. Certificates of testing chains, are herewith. Her other stores & furnishings are complete and of

A Certificate of Classification is  
requested for the "Isabella Hercules." Report  
No 2223.

4 ft. 4 in. + 4 ft. 4 1/2 in. + 4 ft. 4 in. + 4 ft. 6 in. + 4 ft. 5 in. + 4 ft. 3 in. + 3 ft. 9 in. + 2 ft. 11 in. to Deck transom.  
4 ft. 4 in. + 4 ft. 4 1/2 in. + 4 ft. 4 in. + 4 ft. 6 in. + 4 ft. 5 in. + 4 ft. 3 in. + 3 ft. 9 in. + 2 ft. 11 in. to Deck transom.  
Hold Beam Spaces, Nook to First Beam, 8 inches. + 3 ft. 9 in. + 4 ft. 9 in. + 3 ft. 6 in. + 4 ft. 2 in. + 5 feet, fore hatch +  
4 ft. 3 in. + 4 ft. 9 in. + 4 ft. 4 in. + 4 ft. 4 in. + 4 ft. 5 in. + 7 ft. 2 in. Main hatch. + 4 ft. 8 in. + 4 ft. 2 in. + 4 ft. 2 in. + 5 feet. + 4 feet. +  
4 ft. 2 1/2 in. + 4 ft. 3 in. + 4 feet. + 4 ft. 3 in. + 4 ft. 1 in. + 2 ft. 1 in. to Transom.

Yellow Metalled over paper to the wales.

If Sheathed, Doubled, Felted, or Coppered over three lower wale strakes. When last done in Jan'y 1847.

I am of opinion this Vessel should be Classed "13A1."

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

Special .....£ 26: 14: "

Certificate (if required) .....£ " : " : "

Committee's Minute 2<sup>nd</sup> March 1847

Character assigned 13A1



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Lloyd's Register  
Foundation



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> .		
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Wm Wram Esq  
2 White Lion Court

Deck Beam Spaces, Nook to first Beam, 2 ft. 10 1/2 in. + 4 ft. 1 in. + 3 ft. 7 in. + 4 ft. 7 1/2 in. + 4 ft. 5 in. + 5 feet, fore hatch + 4 ft. 6 1/2 in. + 4 ft. 7 in. + 4 ft. 6 in. + 4 ft. 7 in. + 4 ft. 6 1/2 in. + 6 ft. 11 1/2 in. Main Hatch, + 5 ft. 1 1/2 in. + 4 ft. 4 in. + 4 ft. 5 1/2 in. + 4 ft. 10 1/2 in. + 4 ft. 4 in. + 4 ft. 4 1/2 in. + 4 ft. 4 in. + 4 ft. 6 in. + 4 ft. 5 in. + 4 ft. 3 in. + 3 ft. 9 in. + 2 ft. 11 in. to Deck transom.

Hold Beam Spaces, Nook to first Beam, 8 inches. + 3 ft. 9 in. + 4 ft. 9 in. + 3 ft. 6 in. + 4 ft. 2 in. + 5 feet, fore hatch, + 4 ft. 3 in. + 4 ft. 9 in. + 4 ft. 4 in. + 4 ft. 4 in. + 4 ft. 5 in. + 7 ft. 2 in. Main hatch, + 4 ft. 8 in. + 4 ft. 2 in. + 4 ft. 2 in. + 5 feet, + 4 feet, + 4 ft. 2 1/2 in. + 4 ft. 3 in. + 4 feet, + 4 ft. 3 in. + 4 ft. 1 in. + 2 ft. 1 in. to Transom.

Yellow Metalled over paper to the wales,  
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