

No. 1388 Survey held at Workington Date Launched 14 June 1854  
 on the Ship "Blackburn" Master John Groome  
 Tonnage Old 959 Built at Workington When built 1854  
 By whom built Pile Scott & Co Owners Potter & Co  
 Port belonging to Liverpool Destined Voyage Liverpool to Calcutta  
 If Surveyed while Building, Afloat, or in Dry Dock While Building &c

Length aloft	Feet. 192	Inches.	Extreme Breadth	Feet. 32	Inches. 4	Depth of Hold	Feet. 22	Inches. 6
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Room and Space	Inches. 31			<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.	
Floors	sided 14 1/2	Moulded 14 1/2	13 1/2	Keel to Bilge	4 1/4	Limber Strakes	5 1/4	
1st Foothooks	13	13 1/2		Bilge Planks	6	Bilge Planks	5 Strakes	5
2nd Ditto	12	13		Bilge to Wales	4 1/4	Ceiling in Flat	3 1/2	
3rd Ditto	11 1/2	11 1/4		Wales	5 3/4	Ditto Bilge to Clamp	3 1/2	
Top Timbers	10 1/2	7 1/2		Short Hoods		Hold Beam Clamps	7/65	
Deck Beams N <sup>o</sup> 26	Average Space 4.9	10	9 1/2 8	Topsides	4 1/2	Deck Beam Ditto	"	
Hold Beams N <sup>o</sup> 22	Average Space 4.6	13 1/2	13 1/2 11 1/4	Sheer Strakes	5	Ceiling 'twixt Decks	2 3/4	
Keel	16 1/2	16 1/2	12	Plank Sheers	4	Hold Beam Shelves		
Keelsons	16 1/2			Water-Ways	10x2	Deck Beam Ditto		
Scarpns of Ditto	9 feet			Upper Deck	4			

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

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/2 x 1 3/8		Transoms and throats of Hooks	1 1/8		Lower Pintle of the Rudder	3 1/2	4 1/2
Scarpns of Keel.....N <sup>o</sup> . 15	1 3/8		Arms of Hooks	1 3/8		Hold Beam	1 1/8	1 3/8
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes	1		Deck Beam	1 3/8	1 1/8
Keelson ditto	1 1/4		Butt End Bolts	7/8				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, consist of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng & Afr. Oak and are quite free from all defects. The Floors consist of Afr. & Eng. Oak. The First Foothooks of the same Timber. The Second Foothooks of the same The Third Foothooks of the same The Top Timbers of the same The Shifts of the first and second Foothooks are not less than 5 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 1/4 in & upwards The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is well squared The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 7/8 of the entire moulding at that place. The Frame is cross choaked with a Butt at each end of the choek. The Main Keelson is Gr: heart & Eng. Oak and free from all defects. The False Keelson is Gr: heart The Deck Beams consist of African Oak The Hold Beams of Gr: heart & Afr. Oak The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm From the above named Height to the Light Water Mark American Oak From the Light Water Mark to the Wales Greenheart & African Oak The Wales and Black-strakes are Greenheart & African Oak The Topsides the same The Sheer-strakes the same and Plank-sheers the same The Water-ways Mahogany The Decks of Yellow Pine State of Good The Shifts of the Planking are not less than 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 Green: ht & Afr. Oak the Bilge Planks African Oak The Ceiling, Lower Hold, Gr: heart & Afr. Oak Between Decks Mahogany Shelf Pieces — Clamps Greenheart

**Fastenings.**—To Hold Beams Pells patent Sugs & 19 pairs of Iron Knee-riders with one Bolt in the Floes, 4 pairs aft & 3 pairs forward Diag: remainder Vertical Deck Beams Pells patent Sugs and 29 pairs of Vertical Iron Knives Number of Breasthooks 5 of Wood & Iron Pointers 1 pair of Wood Crutches 1 of Wood & 1 of Iron Butts End Bolts are of Gal: Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treennails of Eng. & Afr. Oak How Made circular General Quality of Workmanship Of the best description

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature Jonathan Fell Surveyor's Signature Thos. W. Mason



Her Masts, Yards, &c. are in new 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> .	Weight.
2 full Sails	Fore Sails,	Chain .....	300	1 3/4	Bower, .....	32.2.11
	Fore Top Sails,	Hempen Stream Cable .....	100	11		31.1.17
	Fore Topmast Stay Sails,	Hawser .....			Stream, .....	
	Main Sails,	Towlines .....	100	8 in		
	Main Top Sails,	Warp .....	100	5 1/2	Kedge, .....	
and		All of <u>the best</u> quality.				

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

She has one Long Boat and 3 other boats

The present state of the Windlass is patent Capstan metal Rudder good Pumps 2 of Lead

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

This Vessel has solid Garboards of Am. Elm bolted through the keel and the alternate 1<sup>st</sup> Futthooks on each side cross the keel, 8 pairs of Diagonal Iron plates 14 in by 7 1/2 in let into the Frame extending from the U. S. Clamps to the Bilges fastened with 1 in Iron Bolt in each Timber. Bilge keelsons 12 in square of Oak & 1/2 in fastened with 1 3/16 Iron Bolt in each Futthook and 1 1/4 in G. M. through Bolt in every Floor. Plankstems and Wale bolted vertically with Iron every 5 feet and the Waterways are bolted through each Beam into the clamps and also in every space through a dowell in the waterways and Clamps with 1 in G. M. The Bolts in the Cant Timber feet are through and clinched also of G. Metal. This Ship has a flush Deck with an Elliptic Stern and an Iron knee is fitted on each side of the stern post extending across the counter (Sketch).

The Braces on the Turnpost are not carried on to the planking as required by the Rules Table D. I pointed this out to Mr. Bell and he declined altering them, as the Stern post is moulded sufficiently large to take 4 clinched Bolts in the Braces, I must however state that, but for the Rule, I consider them to be well secured.

Two Bower anchors only, have been put on board here and the other Bower anchor with Stream D<sup>o</sup> and Kedges and one length of Chain broken in launching are to be put on board at Liverpool —

This Ship has been built under a Roof as per Rule Sec 52 and is fastened with Greenails and Bolts which are of Gal. Metal (including the Flat of the upper Deck) to the entire exclusion of Iron, according to Rule Sec 46 — and the Workmanship and materials are of the best description

Thos. W. Wain

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

I am of opinion this Vessel should be Classed 14 A 1

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

Special .....£ 47 : 19 : -

Certificate (if required) .....£ : : to be sent Mr. Bell.

Committee's Minute 25<sup>th</sup> Aug 1854

Character assigned 14 A 1

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