

STEAM VESSELS.

Port of London Date Oct^r 26th 1837
 Name Steam Vessel Spring Master Moody
 2^d 24 1837 By whom built Forbairn & Co Where built London Millwall
 At Sept 1837 Owners Forbairn & Co Port belonging to Marseilles
 1st Voyage Marseilles to ply upon the Rhone
 2^d Atfloat or in Dry Dock During building & since afloat

[illegible]

Masts, Yards, &c.		Sails.	
<p>prit</p> <p>mast</p> <p>Mast</p> <p>Mast</p>	<p>Quality of Wood.</p>	<p>Length, &c.</p>	<p>Is generally well found in } Sails, or otherwise. }</p>
Cables, Cordage, &c.		Anchors.	
<p>Hemp</p> <p>Iron</p> <p>ser</p> <p>nes</p> <p>arp</p>	<p>Fathoms.</p>	<p>Inches.</p>	<p>Boats.</p> <p>Number and Des</p>
<p>ling and Running Rigging is all found to } be sufficient in size, and good in quality. }</p>		<p>No.</p> <p>Bower</p> <p>Stream</p> <p>Kedge</p>	

W. 2017 he presented a full description of the above-named Vessel and Stores.

Owner's Name _____

Surveyor's Name




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SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

all of 2ⁱⁿ Angle Iron 

Engine Room.

Floors filled in solid
to the floor heads,
or to what place.

Engine Bulkheads made water tight & one safe
Bulkhead forward dividing the vessel into four watertight
Compartments

Arrangement of
Sleepers.

Two on each side

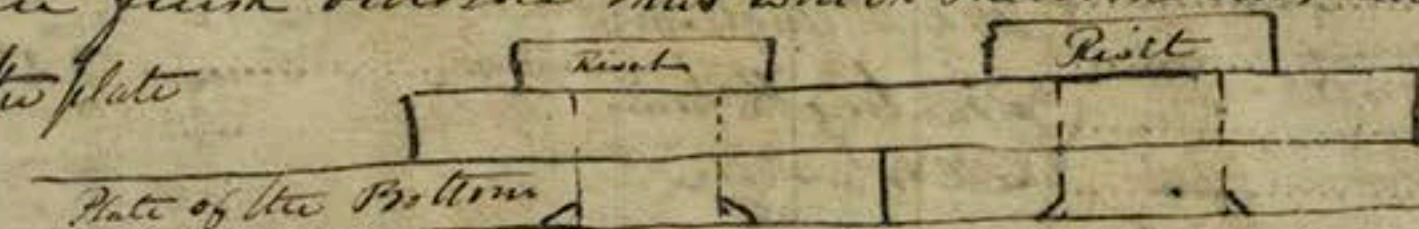
Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

The Bottom plates one $\frac{1}{4}$ thick from the keel
to the light water mark & thence up are $\frac{3}{16}$ thick
welded Cleancher-work & rivetted together at the edges with
Rivets 2ⁱⁿ apart. The Butts are Rivetted upon inside plates
& are flush outside thus which shows the substance of
the plate

Iron or Copper, and
Date when done.

Butt Bolts through
and clenched, or
otherwise.



If diagonally trussed
or otherwise.

Some few diagonal plates in the Engine Room

If Sheathed,
Coppered,
Doubled,
Felted.

This vessel weighing 58 Tons drew when launched about 14 $\frac{1}{2}$
& Forward 17 $\frac{1}{4}$ inches - and is expected to draw with Machinery
Water & Coals on board 2 feet 5 inches. The keel is formed
with a plate $\frac{5}{16}$ inch thick as shown in the margin. From

Repairs.

the nature of the material & mode of construction her
security is

fastenings are principally derived from the soundings of

the Riveting of the Plates of the Bottom - She is perfectly
tight, and has not perceptibly altered her form since she
has been afloat. Her stores are not yet on board.

Observations
in my opinion as
made by the
actions.

She was built of Iron and will
In my opinion vessels built of Iron and will
constructed should be classed as subject to examination
from year to year - & therefore I recommend this
vessel to be classed as subject to an annual examination

George Bayley

of the Fee, £ 2 : 2 : - is received by me.

Date

24 Oct 1837

Red

A. B. G.

Received



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