

No. 133 Survey held at Liverpool Date June 24 1841
on the Wm. Spencer Master J. H. Brown
Tonnage 270 Built at Spain When built 12th 1838
By whom built _____ Owners Quinn &
Port belonging to Spain Destined Voyage _____
If Surveyed Afloat or in Dry Dock _____

Original Survey, No. 2520, 2814, 3172, 3612, Port of Liverpool Classed —
built of Iron

The Surveyor is required to state the present Condition of the

Decks <u>Iron</u>	Breasthooks _____	Capstan _____
Upper Deck Beams & Fastenings _____	Transoms _____	Pumps <u>2</u>
Lower Deck Beams & Fastenings _____	Timbers of the Frame _____	Masts, Yards, &c. <u>Iron</u>
Spirketting _____	Topsides _____	Sails <u>Luddford</u>
Plank Shears _____	Wales _____	Cables <u>Debaire</u> <u>3 Hawsers</u>
Waterways _____	Plank and Treenails (Outside to the Water's Edge)	Anchors No. of <u>2 Bower Iron Shovel</u>
Hatchway Comings _____	Rudder <u>Iron</u>	Standing & Running Rigging <u>Refitted Iron</u>
	Windlass <u>Iron</u>	Copper _____

General Observations and Opinion, A few new iron rivets clean & paint bottom plating some a few
as required by the Instructions, plates on the barboard bow are a little corroded but not to affect her safety appears in
an efficient state of repair & fit to carry dry & fresh water cargo with safety. No other observations

Committee Minute 14th June 1841

Character assigned Sound & in
all



Memorandum from the Liverpool Surveyors
dated 12 June - I beg to state that the Iron
plates alluded to in the Surveyors' report
the Keel & Sides, & are half inch thick - I
attribute the defects of the rivets replaced
in the before mentioned plates to the original
workmanship - I am led to this conclusion
from the difficulty there was in backing out
the rivets - They had not leaked - it was a
matter of precaution to replace them

R. Hamilton
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Foundation