

50

No. 50 Port of Bristol Date October 21st 1834
Survey of the Barque Pilot Master John D. Moore
Tonnage 281 Owners Holhouse & Co Port belonging to Bristol
By whom built Davis Where built Chapstow When built 1809
Destined Voyage Sanidad

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold			
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks			
Extreme Breadth							
Scantling of Timber.				Outside.			
Timber and Space, each	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.	Inches.	Inside.	
Floors in the middle						Ceiling below Hold Beams ...	
at the ends						Clamps and Bilge Planks.....	
1 st Foothooks						Upper Deck Clamps and } Spirkettling	
2 nd Foothooks						Twixt Deck Ceiling.....	
3 rd Foothooks							
Top Timbers							
Deck Beams.....Middle.....							
at the Ends.....							
Knees							
Hold Beams.....Middle.....							
at the Ends.....							
Knees							
Main Kelson							
Scarphs of KelsonLength							
				Decks.			
				Thickness.....			
				Water Ways			
				Bolts.			
				Heel, Knee, and Dead Wood } abaft			
				Scarph of the Keel			
				Kelson Bolts			
				Bolts thro' the Bilge and Foot } Waling			
				Butt Bolts.....			
				Hold Beam Bolts			
				Hooks forward at throat			
				Hooks forward at arms.....			
				Transoms			
				Lower Pintle of the Rudder ..			

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit		
Foremast		
Main Mast		
Mizen Mast		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....	2 ea 70	1 1/8 x 1 3/16
Hawser... <u>Stream</u>	70	8 1/2
Towlines		
1 st Warp	80	5 1/2
2 nd D°		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } *yes*

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

Owner's Name

Nautical Surveyor's Name

Sails.

N°.		N°s.
2	Fore Topmast Stay Sails.....	
2	Fore Sail.....	
2	Fore Topsails	
2	Main Sails	
2	Main Top Sails.....	
2	<u>Mizens</u> And is generally well found in other sails. } <i>yes</i>	

Anchor.

N°s.	
3	Bower
1	Stream
1	Kedge

Boats.

3	Number and Description.
	<u>Long Boat</u>
	<u>Pinnace</u>
	<u>Janet</u>



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SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Surveyed in Dock Repairing under average.
Two planks at the floor heads, on the Starboard side, having been removed; The floor and first footboards seen in the opening, were found to be, generally, in good condition. The timbers seen in the air shafts between decks, are sided from 7 to 9 inches, moulded 6 3/4, tolerably well squared, and to all appearance, sound; Reported to be English Oak, but was covered with white wash, so that I could not ascertain this. The floors are sided 13, moulded clear of limber holes 12; room and space from 2 feet, to 2 feet 2 inches. Not having an opportunity of seeing more of this vessel's frame, than is described above, I was permitted to have her bow, in various places at high water mark, inside; beam ends &c. and found her moor in very fair condition.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship

The Black Stakes, Topsides and Sheer Stakes, appear to be very lately new; Wales tolerably fair; Bottom, in good order, being well overhauled before sheathing. The Treinails, all good. Inside Ceiling, looking independent of English Oak.

Fastenings.

If Sheathed,
Doubled, or
Felted.

Copper fastened to the Wales. But Bolts through & clenched. No through Bolts in the Bilges.

Sheathed with Copper to the Wales, upon 1 Inch new wood sheathing, over Portland's patent felt, now in Dock, October, 1834.

Repairs.

In October 1834 - One upper and lower deck Beam, schanphed. Two new 4 inch Bilge Stakes on the Starboard side; and some of the Iron knees rebolted.

The ship's bottom, thoroughly overhauled, and well caulked, from the keel to the gunwales; as also, the decks, watertight, stanching, & quick work forwarp. Coppered; sheathed; and felted, as described above.

Previous repairs as by certificate annexed from Geo. Holhouse Esq. 29 March 1836 to be conducted to B. 1

General Observations

and Opinion as
required by the
Instructions.

Having very carefully examined this vessel, from all that can be seen, she is still in sound condition. The outside, is undisturbed, tho' inside, she looks much worn. She appears to have been lately repaired, at which period many of her deck beams have been schanphed. The wood knees, and beam ends in the way of the old fastenings, appear rather defective, and some of the old beams looking very decayed. She does not exhibit much appearance of rotting, and all other things she is well secured. The deck beams are fastened with double wood knees, a very substantial piece of 7 in by 11 in under. Her Hold Beams (which extend right off) are secured with Iron horizontal knees, and appear stronger over 6 by 12. She has 5 Huple Standards of a side in the lower deck, and a Pair of Diagonal Iron knees below. She has a raised Quarter deck, with 6 feet lap. The Cabin and Quarter deck Beams fastened with double wood knees, as the spaces require. She has 6 Principal knees bolted, a substantial Stern frame, and a pair of Iron pointers abaff. A keelson 13 by 16 and 3 stakes of 4 inch Bilge inside Bilges. The decks appear to have been lately repaired, her watertight pine, covering board stanching tolerably fair. The windlapp well secured, and having undergone from time to time some essential repairs. She might perhaps be considered for a short period eligible to be classed, &c. tho' in giving this opinion, I put some hesitation from not having an opportunity of seeing more of her frame.

The Amount of the Fee, £ 1 : 1 : is received by me.

Committee Minute

31 October

1834

Character assigned

XXX

Common Minute
26 Nov. 1834

Ordered to remain

El 1 as originally classed

(see above)

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See Common Minute 28 July 1835

To be classed El 1 for her present voyage -

Edward Drew

Classed El 1
14 November 1834

Classed El 1

Classed El 1

Classed El 1