

89

No. 441 Survey held at London Date 26 November 1834 771  
 on the New Ship Wood Master Samuel Scott  
 Tonnage 34 Built at London When built 26 November 1834  
 By whom built Samuel Scott Owners Samuel Scott & Co  
 Port belonging to London Destined Voyage to the West Indies  
 If Surveyed Afloat or in Dry Dock in Dock

Length aloft..... 40 Feet 7 Inches. Extreme Breadth 12 Feet 6 Inches. Depth of Hold ..... 12 Feet 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	<u>10</u>			Keel to Bilge .....	<u>2</u>	Foot Waling .....	<u>3</u>
Floors..... sided	<u>9</u>	Moulded	<u>9</u>	Bilge Planks .....	<u>1</u>	Bilge Planks .....	<u>1</u>
1 <sup>st</sup> Foothooks..... "	<u>8</u>	"	<u>8</u>	Bilge to Wales .....	<u>2</u>	Ceiling in Flat .....	<u>2</u>
2 <sup>nd</sup> Ditto..... "	<u>7</u>	"	<u>7</u>	Wales .....	<u>1</u>	Ditto Bilge to Clamp .....	<u>2</u>
3 <sup>rd</sup> Ditto..... "	<u>6</u>	"	<u>6</u>	Topsides .....	<u>1</u>	Hold Beam Clamps .....	<u>3</u>
Top Timbers .....	<u>8</u>	"	<u>8</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams..... Number of <u>14</u>	<u>9</u>	"	<u>9</u>	Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks .....	<u>2</u>
Hold Beams..... Do. do. <u>1</u>	<u>9</u>	"	<u>9</u>	Water-ways .....	<u>5</u>	Hold Beam Shelves .....	<u>1</u>
Keel .....	<u>11</u>	"	<u>11</u>	Upper Deck .....	<u>2</u>	Deck Beam ditto .....	<u>1</u>
Kelsons .....	<u>11</u>	"	<u>11</u>				

Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft .....	<u>1</u>	Bolts thro' the Bilge and Foot Waling .....	<u>3</u>	Hold Beam.....	<u>1</u>
Scarpns of Keel..... N°.	<u>4</u>	Butt End Bolts .....	<u>1</u>	Deck Beam .....	<u>1</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder .....	<u>1</u>		
Kelson ditto.....	<u>1</u>			same in Iron above the Copper .....	<u>1</u>
Transoms and throats of Hooks .....	<u>1</u>				
Arms of Hooks .....	<u>1</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 23 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.  
 Her other Foothooks and Top Timbers of British Oak  
 Her Shifts of the first and second Foothooks are not less than 2 N.B. When reported by you less than the prescribed Rule, then 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 is free from sap, and from thence downwards, the frame is well squared  
 The alternate Frames are not bolted together. to Square  
 The Butts of the Timbers are not close together; their thickness not less than 1/4 of the entire moulding at that place.  
 The Frame is well chocked with 1 Butt at each end of the chock. with blocks and full Butts  
 The Main Kelson is composed of American Oak and the False Kelson of American Oak  
 The Scarphs of the Kelsons are not less than 1 feet 6 inches. No Scarph Kelson in the bow  
 The Deck and Hold Beams are composed of British Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Oak  
 From the first Foothook Heads to the Light Water Mark of American Oak  
 From the Light Water Mark to the Wales of American Oak  
 The Wales and Black-strakes are of British & American Oak  
 The Topsides of Yellow Pine  
 The Sheer-strakes of British Oak Decks, and state of, Yellow Pine  
 The Gunwales of of American Oak Water-ways of Red Pine  
 The Shifts of the Planking are not less than 1 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of American Oak the Stringers of American Oak  
 The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak

**Fastenings.**—To Hold Beams Double bedded Iron Pins  
 Deck Beams Double bedded Iron Pins  
 Number of Breasthooks 1 Pointers 1 Crutches 1  
 Butts End Bolts are of Yellow Metal in the Bottom, and 1 Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Yellow Metal bolted through and clenched. footwaling iron bolts into each timber  
 General Quality of Workmanship good

We certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name \_\_\_\_\_  
 Surveyor's Name John P. Morgan



Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	150	Chain .....	1 1/2	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable.....	3 1/2	1	Stream,
2	Fore Topmast Stay Sails,	40	Hawser .....	5	2	Kedge,
1	Main Sails,	40	Towlines .....	1 1/2		All of proper weight.
2	Main Top Sails,	40	Warp .....	3 1/2		
	and <u>well found in other</u>		All of <u>good</u> quality.	1 1/2		

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

She has 1 Long Boat and 1 Boat

The present state of the Windlass is good with Capstan and Rudder good

See Remarks about Purchase See Lead Lumps good

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

*Ship on in June, and launched 10th November 1839, surveyed at the three prescribed periods, and at other times specially while building, found all English, and well built, of good quality, and well equipped, every alternate frame bolted together to the keelson, shafts of timber good, and all the kind full ribs, run up to keelson, good checkers at keelgates, and some full ribs above, plank and keelson of good quality, long length, well equipped, and fitted two and three inch, three inch, and where this is wanted, the Butt is not in some timber; number of beams and fastenings as described on other side, being all of good quality, and well secured, keel and ribs both yellow metal, through and clenched on inner keel, both yellow metal through each floor, and clenched on inner main keel, being and other ironwork secured to the sides with diagonal iron bars, she is well finished and her stores and furnishings every complete, and of a good description.*  
*Spent Survey Fee £5-0*

If Sheathed, Doubled, or Felted, yellow metal

and Date, when last done Ship Bottom Copper fastened

And SW of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ 2:2:1 is received by me,

*John P. Cummins*

Committee Minute 7 Aug 1840

Character assigned A 1 for 9 years



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