

## STEAM VESSELS.

No. 62 Port of Plymouth Date 4 December 1834Survey of the Steam Schooner Sir Francis Drake Master George Mangles NicholsTonnage 113 By whom built John Brown Where built PlymouthWhen built 1823 Owners Captain H Port belonging to PlymouthDestined Voyage for PortsmouthSurveyed Afloat or in Dry Dock aground in wet Dock

## Dimensions.

Feet.	Inches.	Feet.	Inches.
Length of Keel.....		Depth of Hold .....	
Rake of Stem .....		Lower Hold .....	
D° of Stern Post.....		Between Decks .....	
Extreme Breadth .....			

Power of Engines..... Eighty horse

## Scantling of Timber.

Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each.....			
Floors in the middle .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Top Timbers .....			
Deck Beams.....Middle.....			
.....Knees .....			
Lower Deck Beams.....Middle.....			
.....Knees .....			
Paddle Beams .....	<u>11</u>	<u>12</u>	<u>English Oak</u>
Main Kelson .....	<u>10</u>	<u>10</u>	<u>Oak</u>

No.	Length.	Sided Inches.	Moulded Inches.	Sort of Wood.
Engine and Boiler Sleepers ..	<u>4</u>	<u>forecast</u>	<u>10</u>	<u>10 1/2 English Oak</u>

## Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Bottom .....		Ceiling .....	
Bilge Planks .....		Bilge Planks .....	
Sponcings .....		Lower Deck Clamps .....	
Wales .....		Upper Deck Clamps .....	
Topsides .....		Shelf Pieces .....	
Shear Strake .....			
Plank Shears.....			

## Decks.

Inches.	Inches.
Thickness.....	Water Ways .....

## Bolts.

Inches.	Inches.
Heel-Knee, and Dead Wood..	Butt Bolts.....
Scarphs of the Keel.....	Lower Deck Beam Bolts.....
Kelson Bolts .....	Hooks forward at throat .....
Sleeper Bolts .....	Hooks forward at arms.....
Bolts thro' the Bilge and Foot	Transoms .....
Waling .....	Lower Pintle of the Rudder ..

## Masts, Yards, &amp;c.

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

## Sails.

Is generally well found in  
Sails, or otherwise.Well found.

## Cables, Cordage, &amp;c.

Fathoms.	Inches.
Cables, Hemp .....	
D° Iron..... <u>2</u> .....	<u>180</u>
do..... <u>1</u> .....	<u>50</u>
Hawser.....	<u>120</u>
Towlines .....	
1 <sup>st</sup> Warp .....	<u>150</u>
2 <sup>nd</sup> D° .....	<u>3 1/2</u>

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

## Anchors.

Nos.	
<u>2</u>	Bower
<u>1</u>	Stream
<u>1</u>	Kedge

## Boats.

Number and Description.

Two clinker

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

Owner's Name

Surveyor's Name

W. Brown

© 2021

Lloyd's Register  
Foundation

# SURVEYOR'S REMARKS.

## Timbering.

The Quality,  
Squaring, and  
Workmanship.

*Oak*

*good*

## Engine Room.

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

*Solid to Floor Heads*

Arrangement of  
Sleepers.

*Two each side of main keelson*

## Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

*Oak*

*good*

## Fastenings.

Iron or Copper, and  
Date when done.

*Copper when built*

Butt Bolts through  
and clenched, or  
otherwise.

*through & clenched*

If diagonally trussed  
or otherwise.

*Diagonally trussed with Iron stays.*

If Sheathed,

Coppered,

*with copper*

Doubled,

Felted.

## Repairs.

*This Vessel was repaired in 1830 when her boilers were taken out & thoroughly examined. in 1832 she was again inspected the bottom overhauled & caulked. in 1833 she was thoroughly repaired & the engine taken out & put in proper order. the copper on the bottom was also repaired & replaced where found necessary. she is now having her decks repaired & the upper works caulked.*

General Observations  
and Opinion as  
required by the  
Instructions.

*This vessel appears in very good condition. she was coppered in 1826 which has often been repaired since that period but in my opinion the bottom must require fresh caulking, notwithstanding she makes no water. she runs between this Port, Plymouth, Portsmouth & Guernsey.*

*I am of opinion she should stand (as a steamer)*

*A.1.*

*In my opinion eight years is too long a time for a vessel's bottom to go without examination. It appears to me that this vessel is liable to the rule which requires the bottom to be caulked once in 5 years. In other respects is eligible to A.1.*

The Amount of the Fee, £ — : 10 : 6 is received by me.

Committee Minute *26 February* 1835

Character assigned

*F. 1*

*C. H. H.*

*Refer to Mr. Mayling 24 Feb 1835*



© 202

Lloyd's Register  
Foundation

LRF-PUN-FAL131-0062-R