

Surveyed afloat

No. 121 Port of Liverpool Date 19 July 1874

Survey of the Barque Edgystone Master John Kearsey

Tonnage 244 Owners The Benson Co Port belonging to Liverpool

By whom built _____ Where built Hull When built 1862

Destined Voyage Liverpool & return

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel		Depth of Hold	<u>7</u> <u>7</u>	Outside.		Inside.	
Rake of Stem		Lower Hold	<u>12</u> <u>2</u>	Bilge to Wales		Ceiling below Hold Beams	<u>2</u> <u>1</u>
D° of Stern Post		Between Decks	<u>5</u> <u>5</u>	Short Hoods		Clamps and Bilge Planks	<u>4</u>
Extreme Breadth	<u>25</u> <u>8</u>			Bilge Planks		Upper Deck Clamps and	<u>3</u> <u>2</u>
				Bilge to Keel		Spirketting	
				Wales		Twixt Deck Ceiling	<u>2</u> <u>1</u>
				Topsides			
				Shear Strake			
				Plank Shears			

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each				
Floors in the middle				
— at the ends				
1 st Foothooks				
2 nd Foothooks				
3 rd Foothooks				
Top Timbers		<u>7</u>	<u>5</u> <u>2</u>	<u>E O</u> <u>O</u>
Deck Beams		<u>9</u> <u>4</u>	<u>9</u> <u>2</u>	
— at the Ends			<u>6</u> <u>2</u>	
— Knees	<u>W L K</u>	<u>5</u> <u>2</u>	<u>10</u>	<u>E O</u> <u>O</u>
Hold Beams		<u>13</u>	<u>12</u>	
— at the Ends			<u>10</u>	
— Knees	<u>W L K</u>	<u>6</u> <u>4</u>	<u>10</u>	
Main Kelson		<u>12</u>	<u>13</u> <u>2</u>	
Scarpes of Kelson	<u>Log</u>	<u>12</u>	<u>11</u>	

Decks.	
Thickness.	Inches.
<u>Iron fastened</u>	<u>3</u> <u>4</u>
Water Ways	<u>4</u>
Covering boards	<u>3</u> <u>4</u>

Bolts.	
Inches.	Inches.
Heel, Knee, and Dead Wood	
abaft	
Scarp 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 my hand, this 21 day of July.

Builder's Name _____

Surveyor's Name _____

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	<u>Balboa pine</u>	<u>31</u> <u>+</u> <u>17</u> <u>2</u>
Foremast		<u>56</u> <u>+</u> <u>17</u>
Main Mast		<u>58</u> <u>+</u> <u>17</u>
Mizen Mast		<u>54</u> <u>+</u> <u>11</u>

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
2 D° Iron	<u>180</u>	<u>1</u> <u>1</u> <u>+</u> <u>75</u> <u>lb</u>
1 Hawser	<u>90</u>	<u>7</u>
1 Towlines	<u>90</u>	<u>5</u>
1 1 st Warp	<u>90</u>	<u>4</u>
1 2 nd D°	<u>90</u>	<u>4</u>

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

Sails.

No.		Nos.
	Fore Topmast Stay Sails	
	Fore Sail	
	Fore Topsails	
	Main Sails	
	Main Top Sails	
	And is generally well found in other sails. }	<u>Two Sails of each</u>

Anchors.

Nos.	
<u>3</u>	Bower
<u>1</u>	Stream
<u>2</u>	Kedge

Boats.

Number and Description.

Long Boat
Pinnace
Sally Boat

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

Owner's Name _____

Nautical Surveyor's Name _____

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LIV571-0063

SURVEYOR'S REMARKS.

Timbering. *All in Sycamore English Oak.*
 The Quality, *Appears good of age*
 Squaring, and
 Workmanship.

Planking. *English Oak*
 Outside and Inside *looks well of age*
 Quality, Edging,
 and Workmanship. *good*

Fastenings. *Wood hanging & Lodging knee alternately under deck.*
 If Sheathed, *Wood Lodging knee & Strengthen oblique beam had beams 4 x 13. 8*
 Doubled, or Part doubled *2 1/2" each side under lower beam.*
 Felled. *Sheathed with Metal 1833. & paired 1834*

Repairs. *partially caulked up sides & repair Metal*

General Observations *Main Decks in ports much worn thin, but still tight after this*
 and Opinion as *Voyage the suit require a new Main Deck in my opinion, at present*
 required by the *I think he intended to be elapsed for the voyage*
 Instructions.

The Amount of the Fee, " £ 1 : 1 : 0 is received by me. *Robert Hammett*

Committee Minute *13 August* 1834

Character assigned *F. 1*
W. B. C. Sturges



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John W. B. Sturges