

504

Surveyed afloat

No. 8 Port of Liverpool Date April 30th 181834

Survey of the Shp. John Woodall Master J Henderson

Tonnage 379 Owners A Dutchman Port belonging to Liverpool

By whom built Edward Gibson Where built Hull When built 1826

Destined Voyage Liverpool to Calcutta

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold		Bilge to Wales		Ceiling below Hold Beams ...	<u>2 1/2</u>
Rake of Stem		Lower Hold		Short Hoods		Clamps and Bilge Planks.....	<u>4 1/2</u>
D° of Stern Post.....		Between Decks		Bilge Planks		Upper Deck Clamps and	
Extreme Breadth				Bilge to Keel		Spirketting	
				Wales		'Twixt Deck Ceiling.....	<u>2 1/2</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				<u>Portwanga on board</u>
1 st Foothooks				
2 nd Foothooks				
3 rd Foothooks				
Top Timbers				<u>English Oak</u>
Deck Beams.....Middle.....				<u>English Sapean oak</u>
— at the Ends..				
— Knees				<u>No bulging knees.</u>
Hold Beams.....Middle.....				<u>English Sapean</u>
— at the Ends..				
— Knees				<u>No bulging knees.</u>
Main Kelson				
Scarphs of KelsonLength				

2 Decks.	
Thickness.....	Water Ways
<u>2</u>	<u>1 1/2</u>

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	<u>1 1/2</u>
abait	
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		

appear good

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
4 D° Iron.....	<u>180</u>	<u>1 3/4 90 fms 1 1/4 80 fms</u>
1 Hawser.....	<u>90</u>	<u>6 1/2</u>
1 Towlines	<u>90</u>	<u>5 1/2</u>
1 1 st Warp	<u>90</u>	<u>4 1/2</u>
2 nd D°		

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

Sails.

N°.		N°.
<u>2</u>	Fore Topmast Stay Sails.....	
<u>2</u>	Fore Sail	
<u>2</u>	Fore Topsails	
<u>2</u>	Main Sails	
<u>2</u>	Main Top Sails.....	

And is generally well found in other sails. } *well found in other sails*

Anchors.

N°.	
<u>3</u>	Bower
<u>1</u>	Stream
<u>2</u>	Kedge

Boats.

Number and Description.

Long Boat
Pinna
Polly 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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L10572-0116

SURVEYOR'S REMARKS.

Timbering. English & African Oak good quality dimensions
The Quality, Squaring & workmanship
Squaring, and
Workmanship.

Planking. English & African Oak good quality edging work.
Outside and Inside
Quality, Edging,
and Workmanship. Ceiling English & African Oak good quality well worked
all in very good condition

Fastenings. Copper fastened Thimble and Iron hanging & standing
If Sheathed, knees under deck.
Doubled, or
Felted. Thimble to keelson hold beams. - no bolting knees.
Beams dovetailed & bolted to Thimble
Thimble & Iron knees well felted & bolted

Repairs. The Dutchman gave me to understand that she
was sheathed with copper and felt in London 1833.

Good Dutch workmanship (coming into motion some or when)

General Observations You will please to observe that we had not
and Opinion as our full instructions when we surveyed this ship
required by the That the description here given is from memory
Instructions. having often seen her. She is a well built ship
good materials well found and when I last saw
her. She was in first rate order and in my
opinion was fit to carry any of our naval forces with
perfect safety - and in my opinion entitled to be
Classed 11. A

The Amount of the Fee, £ 1 : 1 : 0 is received by me. N. H. and accounted for
7 July 1834.

Committee Minute 12 February 1835

Character assigned A 1 for 10 years.

Comm. & Min. 13 Feb 1835
Ordered to be classed 1835
A 1 for 10 years

N. H. C. B. H. M.