

No. 599 Survey held at Liverpool Date 19 March 1835
on the Burgu Campodon Master Sa^r Jarrar
Tonnage 294 Built at Rebuitt Jarrow When built Rebuitt New Register 1833
By whom built _____ Owners Sa^r Glenhorn
Port belonging to Newcastle Destined Voyage Liverpool & America
If Surveyed Afloat or in Dry Dock Surveyed afloat

Length aloft.....	Feet. <u>99</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>25</u> Inches. <u>1 1/2</u>	Depth of Hold	Feet. <u>6</u> Inches. <u>3</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>2 1/2</u>	Inches Middle <u>13</u> Inches Ends <u>13 1/2</u>	Outside.	Inches	Inside.	Inches
Floors.....	sided <u>13</u>	Moulded <u>13 1/2</u>	Keel to Bilge		Foot Waling.....	<u>4</u>
1 st Foothooks.....	"	"	Bilge Planks		Bilge Planks	<u>4 1/2</u>
2 nd Ditto.....	"	"	Bilge to Wales		Ceiling in Flat	<u>3</u>
3 rd Ditto.....	"	"	Wales	<u>3</u>	Ditto Bilge to Clamp	<u>3</u>
Top Timbers	"	"	Topsides	<u>3</u>	Hold Beam Clamps	<u>4 x 3</u>
Deck Beams	" <u>9</u>	" <u>8 3/4</u> <u>8 1/2</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto.....	<u>4 1/2</u>
Hold Beams	" <u>10</u>	" <u>11</u> <u>8 1/2</u>	Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	"	"	Water-ways	<u>4</u>	Hold Beam Shelves <u>4 x 13</u>	<u>5 x 13</u>
Kelsons	" <u>11</u>	" <u>13</u>	Upper Deck	<u>3</u>	Deck Beam ditto	<u>4 x 12</u>
			<u>Better Pine for masts</u>			

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel.....N ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts.....		Lower Pintle of the Rudder			
Kelson ditto.....					
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are _____ free from all defects. as far as can be seen.

Her Floors and first Foothooks are composed of Elm & Douglas English Oak Timber.

Her other Foothooks and Top Timbers of No opening

Her Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together.

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of American Elm and the False Kelson of White Oak & Spruce

The Scarphs of the Kelsons are not less than _____ feet _____ inches.

The Deck and Hold Beams are composed of Douglas English Oak & Spruce Oak one of Pine & Spruce

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of Douglas Oak & Spruce

The Topsides of Pine & Spruce

The Sheer-strakes of Douglas Oak & Spruce

The Gunwales of Douglas Oak Water-ways of Douglas Oak

The Shifts of the Planking are not less than 5 feet 2 between 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 Douglas Oak & Spruce the Stringers of Douglas Oak & Pine & Spruce

The Bilge Planks of American Elm and the remainder of the Ceiling of Pine & Spruce

Fastenings.—To Hold Beams double wood bolging knees and stringers all joint

Deck Beams double wood bolging knees stringers 5 pair of diagonal 1th all joint

Number of Breasthooks 6 Pointers 2 side forward Crutches none

Butts End Bolts are of same in the Bottom, and same Bolt in each Butt End through and clenched.

Bilge and Footwaling same bolted through and clenched.

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 _____

294 and.

ANCHORS.

The present state of the Windlass is Good Capstan — and Rudder Good

This Vepul has a new Register, her old name was
the Treasurer

Iron fastened last days. care was taken to punch up both
Hemms over them — All inside coat with the exception of
some Aborn in open body appears new & good — work well done
in very good order. Got a very dry and general language.
with perfect safety and in our opinion is quite as good
a trip, as many that are believed to it.

The Amount of the Fee.....£ 7 : 7 : 0 is received by me,

Dearest Hamilton
James Hare

Character assigned

Character assigned M, 1

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Foundation