

No. 1285 Survey held at Liverpool

Date 9 March 1834

1285

on the ship Dovecot

Master Tho Thomson

Tonnage 157

Built at

Plymouth

When built 1836

By whom built

Pope

Owners

In Dougal

Port belonging to

Liverpool

Destined Voyage

Liverpool Porto Pina

If Surveyed Afloat or in Dry Dock

Dry Dock

Length aloft.....	Feet.	Inches.	Extreme Breadth	Feet	Inches.	Depth of Hold	Feet.	Inches.
							13	6 1/2
Scantlings of Timber.			Thickness of Plank.					
			Inches	Inches	Inches	Outside.	Inches.	Inside.
			Middle	Ends				
Timber and Space.....	each	22 1/2				Keel to Bilge	2 1/2	Foot Waling.....
Floors.....	sided	10 1/2	Moulded	14		Bilge Planks	4 1/2	Bilge Planks
1 st Foothooks.....	"		"			Bilge to Wales	2 1/2	Ceiling in Flat
2 nd Ditto.....	"		"			Wales	4	Ditto Bilge to Clamp
3 rd Ditto.....	"		"			Topsides	2	Hold Beam Clamps
Top Timbers	"	6	"	3 1/4		Sheer Strakes	3	Deck Beam Ditto.....
Deck Beams	Number of	18	"	8	7 1/4	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks
Hold Beams	D ^o D ^o	6	"	8 1/2		Water-ways	4	Hold Beam Shelves
Keel	"	9	"	8		Upper Deck	2 1/2	Deck Beam ditto
Kelsons	"	11 3/4	"	13 1/4		Norway pine 1111 nails per yard		
Copper.			Copper.			Iron.		
			Inches		Inches.			
Heel-Knee, and Dead Wood abaft						Hold Beam.....		
Scarpns of Keel.....	N ^o .					Deck Beam		
Floor Timber Bolts.....								
Kelson ditto.....								
Transoms and throats of Hooks								
Arms of Hooks								
						same in Iron above the Copper		

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 _____ and are _____ free from all defects. as for as timber
Her Floors and first Foothooks are composed of _____ Timber. as for as timber
Her other Foothooks and Top Timbers of _____
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 _____ and the False Kelson of _____

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

The Deck and Hold Beams are composed of _____

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 _____

The Topsides of _____

The Sheer-strakes of _____

The Gunwales of _____ Water-ways of _____

The Shifts of the Planking are not less than _____ Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought _____ between.

Planking Inside.—The Clamps are composed of _____ the Stringers of _____

The Bilge Planks of _____ and the remainder of the Ceiling of _____

Fastenings.—To Hold Beams _____

Deck Beams _____

Number of Breasthooks _____ Pointers _____ Crutches _____

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

Bilge and Footwaling _____ bolted through and clenched.

General Quality of Workmanship _____

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

Builder's Name _____

Surveyor's Name _____



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Lloyd's Register
Foundation

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	170	Chain	1	2	Bower,
1	Fore Top Sails,		Hempen Stream Cable.....		1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	4 1/2	1	Kedge,
1	Main Sails,	90	Towlines	3 1/2		All of proper weight.
2	Main Top Sails,		Warp			
and one of the sails			All of <u>fine</u> quality.			

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

She has Launch Long Boat and olly boat

The present state of the Windlass is fine Capstan Wench. and Rudder fine

General Remarks—Statement and Date of Repairs.

2 Iron pumps

Add 4 pair diagonal ribs under lower hold beams.
Copper bottom

I was called to survey the Vessel early in March. on examination I found the middle line of bolts all iron — by some means the Warden the purchaser — Mr Pope having sold her for 12 a. & completely copperfastened caused a dispute — I called often at the office for the money but could not get any one to pay. — The owner here a Manchester gentleman by chance I met him the other day & got the money — In the mean time the Vessel had sailed — I have not seen her Register I presume you have the date of build & other particulars she appears a well built Vessel Materials appear good — fit to carry Dry & Stowable cargoes with perfect safety

If Sheathed, Doubled, or Felted, Sheathed with Copper on paper
and Date when last done March 1836.

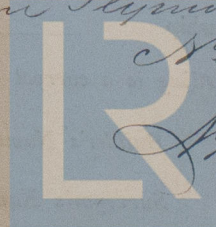
And I am of opinion this Vessel should be Classed 1st.

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

Committee Minute 10 May 1836

Character assigned A. 1 for 9 Years

see amount Survey
from Plymouth
1836



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