

No. 1722 Survey held at Liverpool Date March 14 1837
on the Barge "Mona" Master Hugh Rowland
Tonnage 180 Built at Spears When built 1831
By whom built William Bayley Owners Roberts and others
Port belonging to London Destined Voyage Africa
If Surveyed Afloat or in Dry Dock In London Survey Annexed

Length aloft.	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.								
	Inches.	Inches.	Inches.	Inches.	Inches.	Thickness of Plank.		
	each	Middle	Ends	Outside.		Inside.		
	sided			Keel to Bilge	3	Foot Waling	3	
1 st Foothooks	10	10	12	Bilge Planks		Bilge Planks	3 1/2	3 1/2
2 nd Ditto	0 1/2			Bilge to Wales	3	Ceiling in Flat	2 1/2	
3 rd Ditto				Wales	4 1/2	Ditto Bilge to Clamp	2	
Top Timbers	7		6	Topsides	2 1/2	Hold Beam Clamps	3 1/2	
Deck Beams	8 1/2		8 1/2	Sheer Strakes	3	Deck Beam Ditto	3	
Hold Beams	9 1/2		10	Plank Sheers	3	Ceiling 'twixt Decks	2	
Keel				Water-ways	4	Hold Beam Shelves	none	
Kelsons	12		15	Upper Deck	3	Deck Beam ditto	none	

Copper.		Inches.	Copper.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft			Bolts thro' the Bilge and Foot Waling	3/4	5/8	Hold Beam		1
Scarphs of Keel	N ^o .		Butt End Bolts	5/8		Deck Beam		1 1/8
Floor Timber Bolts			Lower Pintle of the Rudder	2 1/8				
Kelson ditto						same in Iron above the Copper		
Transoms and throats of Hooks								
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

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

Her other Foothooks and Top Timbers of Do. Do.

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 well squared from the first Foothook Heads upwards, and nearly free from sap, and from thence downwards, the frame is the same where seen

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 a Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of none

The Scarphs of the Kelsons are not less than 6 feet inches.

The Deck and Hold Beams are composed of English and African Oak

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 English Oak

The Wales and Black-strakes are of Do. Do.

The Topsides of Do. Do.

The Sheer-strakes of Do. Do.

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 5 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 three between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of no Stringers

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Double Iron Hanging Knees and five Pair of Iron Diagonal Hanging Knees

Deck Beams Single Wood Lodging Knees and Iron Diagonal Hanging Knees to every Beam End

Number of Breasthooks four Pointers none Crutches one

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

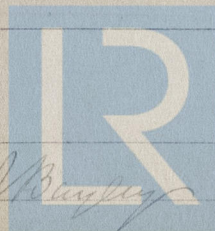
Bilge and Footwaling Copper well bolted through and clenched.

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



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	5	1	Kedge,
2	Main Sails,	100	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,		Warp			
and other sails.			All of <u>good</u> quality.			

Her Standing and Running Rigging is Hemp sufficient in size and good in quality.

She has one Long Boat and two Others

The present state of the Windlass is good Capstan good and Rudder good - two Iron Pumps

General Remarks—Statement and Date of Repairs.

At the Present time at the request of the Owner I have recommended the following Repairs which have been done under my direction - the Situation of the Hold Beams altered - three additional Beams introduced one Broken Beam replaced five Pair of Iron diagonal knees fitted under the Hold Beams - Iron Pillars fitted from Kelson to Hold Beams and from Hold Beams to those of the Upper deck - Mast Partners fitted to the lower deck Beams and Masts wedged below instead of on the Upper deck Her Foremast has been taken out new Cheeks fitted and a First on the Fore Side - Ripping overhauled and Copper Repaired Her timbers in the Openings, at the Lumber, and where the Plank has been removed for the Purpose of Shifting the Hold Beams are Square and as nearly as possible free from Sap Her Plank above the Copper is worked three between and although built Prior to the Promulgation of the Rules of the Society all the Rules for a 12 Gun Ship appear to have been complied with with the exception of a few Shifts in the Ceiling two between

She is well found - in a State of Efficient Repair fit to carry a dry and Perishable Cargo to all parts of the World in Safety

If Sheathed, Doubled, or Felted, Coppered on Paper
and Date when last done April 1834

And I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 1 : 1 : is received by me,
Special 1 - 1

Committee Minute 21 March 1837

Character assigned A1 for 12 Years



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