

No. 2244 Survey held at Liverpool Date April 18 38
 on the Bug Arab Master H. M. Lucas
 Tonnage new 141 Built at Warrmouth When built 1825
 By whom built 139 Owners F. Broadfoot
 Port belonging to Liverpool Destined Voyage Constant
 If Surveyed Afloat or in Dry Dock Afloat

2244
 J. J.

Length aloft		Extreme Breadth		Depth of Hold	
Feet	Inches	Feet	Inches	Feet	Inches

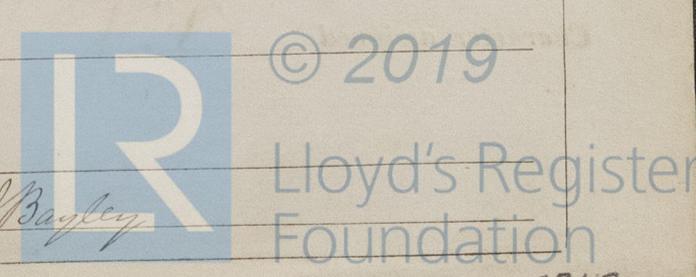
	Scantlings of Timber.			Thickness of Plank.	
	Inches	Inches Middle	Inches Ends	Outside.	Inside.
Timber and Space..... each	24 1/2			Keel to Bilge	Foot Waling..... 3 1/2
Floors..... sided	10 1/2	Moulded	11	Bilge Planks	Bilge Planks..... 3 1/2
1 st Foothooks..... "	8 1/2	"	"	Bilge to Wales..... 2 1/2	Ceiling in Flat..... 2
2 nd Ditto..... "	"	"	"	Wales..... 4 1/2	Ditto Bilge to Clamp..... 2 1/2
3 rd Ditto..... "	"	"	"	Topsides..... 2 1/2	Hold Beam Clamps..... 3
Top Timbers..... "	"	"	5	Sheer Strakes..... 3	Deck Beam Ditto..... 3
Deck Beams..... Number of..... "	7 1/2	"	7 1/2	Plank Sheers..... 3	Ceiling 'twixt Decks..... 2
Hold Beams..... No. of..... 5..... "	10	"	9	Water-ways..... 4	Hold Beam Shelves.....
Keel..... "	"	"	"	Upper Deck..... 8 1/2	Deck Beam ditto.....
Kelsons..... "	10 1/2	"	14 1/2		

Copper.		Size of Bolts in Fastenings.		Iron.	
Inches				Inches	Inches
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... No.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
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 5 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 & Foreign Oak Timber. Her other Foothooks and Top Timbers of English Oak. 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 very free from sap, and from thence downwards, the frame is the same when 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 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 5 feet inches. The Deck and Hold Beams are composed of English 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 English Oak. From the Light Water Mark to the Wales of D° D°. The Wales and Black-strakes are of D° D°. The Topsides of D° D°. The Sheer-strakes of English Oak moderate condition Decks, and state of, Baltic Pine copper nails & heights. The Gunwales of English Oak in moderate condition Water-ways of English Oak. The Shifts of the Planking are not less than 4 Feet 6 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 two between. **Planking Inside.**—The Clamps are composed of English Oak the Stringers of none. The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak. **Fastenings.**—To Hold Beams Double wood lodging knees. Deck Beams Double wood lodging knees and one iron hanging knee to every beam. Number of Breasthooks 4 Pointers Crutches . Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched. Bilge and Footwaling not 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 J. Bayley



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 .
1	Fore Sails,	180	Chain	15/16	2 Bower,
2	Fore Top Sails,	95	Hempen Stream Cable.....	6	1 Stream,
2	Fore Topmast Stay Sails,	70	Hawser	4 1/2	1 Kedge,
1	Main Sails,		Towlines		All of proper weight.
2	Main Top Sails,	95	Warp	3 1/2	
and is well found		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 one other

The present state of the Windlass is good Capstan _____ and Rudder good

General Remarks—Statement and Date of Repairs.

Damage repaired at Isle of Man in 1834. when she received new keel several new floor timbers and some new bottom plank

The Copper was stripped from her bottom in Sept 1837. in leaving dock at this Port at which time she was caulked.

Her plank sheers - and Sheer Stakes are in very moderate condition. The Bevel has been neglected and requires a general overhaul - say. New Sheer Stakes - & Plank sheers. some additional fastenings forward where the ends of the deck are wide

and general retrenailing to enable her to Clasp E this the Owners propose to do on her return.

She is in my opinion a safe conveyance for a cargo not liable to sea damage.

Her decks and Stanchions have been caulked at the present time

If Sheathed, Doubled, or Felted, no Copper
and Date when last done _____

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

The Amount of the Fee.....£ - : 10: 6 is received by me,

J. Bayley

Committee Minute 1st May 1838

Character assigned F. 1

[Signatures]



© 20

Lloyd's Register Foundation

copy done