

No. 2470 Survey held at Swansea Date 11th 1835  
on the Swan Swansea Master J. M. Jones  
Tonnage 123 Built at Minor John Nova Scotia When built June 1835  
By whom built W. M. C. Lewis Owners J. M. Jones  
Port belonging to Shelf Man Destined Voyage Coaster  
If Surveyed Afloat or in Dry Dock

Length aloft..... 65 5/10 Extreme Breadth ..... 19 5/10 Depth of Hold ..... 11 4/10

Scantlings of Timber.

Timber and Space.....	each	24	Inches	Inches	Inches
Floors.....	sided	<u>9</u> / <u>10</u>	Moulded	<u>11</u>	
1st Foothooks.....	"	"	"	"	
2nd Ditto.....	"	"	"	"	
3rd Ditto.....	"	"	"	"	
Top Timbers.....	"	<u>9</u>	"	<u>6</u> / <u>3</u> / <u>4</u>	
Deck Beams .. Number of.....	"	<u>9</u> / <u>10</u>	"	<u>9</u>	
Hold Beams ... D. D. De.....	"	<u>10</u>	"	<u>10</u>	
Keel.....	"	"	"	"	
Kelsons.....	"	<u>11</u> / <u>2</u>	"	<u>13</u> / <u>6</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>3</u> / <u>2</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2</u> / <u>1</u> / <u>2</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2</u> / <u>1</u> / <u>2</u>
Topsides.....	<u>2</u> / <u>1</u> / <u>2</u>	Hold Beam Clamps.....	<u>4</u> / <u>2</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>4</u>
Plank Sheers.....	<u>3</u> / <u>2</u>	Ceiling 'twixt Decks.....	<u>2</u> / <u>1</u> / <u>2</u>
Water-ways.....	<u>3</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>5</u> / <u>4</u> / <u>9</u>

Size of Bolts in Fastenings.

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°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....	<u>2</u> / <u>5</u>		
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 \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Black oak & Red pine & Birch and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of Birch Timber.

Her other Foothooks and Top Timbers of Black oak & Juniper

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 Pine and the False Kelson of Sh.

The Scarphs of the Kelsons are not less than 4 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Pine.

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

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

From the Light Water Mark to the Wales of Pine

The Wales and Black-strakes are of Red pine & Oak

The Topsides of Red pine

The Sheer-strakes of Red pine Decks, and state of,

The Gunwales of Red pine Water-ways of Red pine

The Shifts of the Planking are not less than 4 4/5 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 2 between. the Stringers of Pine

Planking Inside.—The Clamps are composed of Pine

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

Fastenings.—To Hold Beams 2 Hold beams with double & 1 Iron

Deck Beams Oak & wood lodging beams & stringer bolted alternate timbers

Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Iron in the Bottom, and Nine Bolt in each Butt End through and clenched,

Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship Moderately

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 <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,	75 each	Chain .... 1 1/4 ... 15 1/16 .....	11 Bower,
Fore Top Sails,		Hempen Stream Cable .....	1 Stream,
Fore Topmast Stay Sails,	50	Hawser .....	1 Kedge,
Main Sails,	75	Towlines .....	All of proper weight.
Main Top Sails,		Warp .....	
and <u>one jood sail</u>		All of _____ quality.	

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

She has 1 Long Boat and 1 Pinnace

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good  
2 Pumps

### General Remarks—Statement and Date of Repairs.

add additional bolts in clamps. Bolger. Nail binding - 3 in oak boarding  
bolts to every floor located down to bilge present time

This vessel appears to come within the description of 5th from her materials. As I should  
have considered it my duty to recommend her. Had they done the through bolt bolts  
I added 2 beams. At present they could not spare time, but promise to do it  
the first opportunity. - In her present condition she is fit to carry 500 tons of cargo  
larger with safety

If Sheathed, Doubled, or Felted, single bottom

and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Robert Hammett

Committee Minute 16 Dec 1835

Character assigned A 1 for 4 years

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