

No. 234 Port of London Date June 17 1834 234

Survey of the Ship Achilles Master H Duncan

Tonnage 251 Owners McIndale Port belonging to London

By whom built \_\_\_\_\_ Where built Bristol When built 1820

Destined Voyage Ceylon

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel		Depth of Hold		Bilge to Wales		Ceiling below Hold Beams	<u>2 1/2</u>
Rake of Stem	<u>95 6</u>	Lower Hold		Short Hoods			
D° of Stern Post		Between Decks	<u>6 1</u>	Bilge Planks	<u>2</u>	Clamps and Bilge Planks	<u>4</u>
Extreme Breadth	<u>25 1</u>			Bilge to Keel		<u>2</u> <u>Planks above</u>	<u>3</u>
Scantling of Timber.				Wales		Upper Deck Planks and	
Timber and Space, each	Inches.	Sided Inches.	Moulded Inches.	Topsides		Spirkettling	
Floors in the middle				Plank Shears	<u>4</u>	<u>1</u> <u>Limber Strake</u>	<u>4</u>
at the ends						Twixt Deck Ceiling	
1 <sup>st</sup> Foothooks				Decks.			
2 <sup>nd</sup> Foothooks				Thickness	Inches.	Water Ways	Inches.
3 <sup>rd</sup> Foothooks					<u>3</u>	<u>Lower Deck Ways</u>	<u>4</u>
Frame				Bolts.			
Top Timbers				Keel Knee and Dead Wood	Inches.	Butt Bolts	Inches.
Deck Beams middle		<u>8</u>	<u>9</u>	abaft		Hold Beam Bolts	
at the ends				Scarp of the Keel		Hooks forward at throat	
<u>Two</u> Knees to d°			<u>Cork</u>	Kelson Bolts		Hooks forward at arms	
Keel, N°. Lengths			<u>Iron</u>	Bolts thro' the Bilge and Foot		Transoms	
Main Kelson		<u>12 1/2</u>	<u>14</u>	Waling		Lower Pintle of the Rudder	<u>2 1/2</u>
Scarphs at Kelson							

Lower Deck Beam 10 1/2 9 1/2 Cork  
We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name \_\_\_\_\_

Surveyor's Name George Bayley

Masts, Yards, &c.			Sails.	
Sort Wood	Length, &c.	N°.	N°.	
Bowsprit			Fore Topmast Stay Sails	
Foremast			Fore Sail	
Topmast			Fore Topsails	
Fore Yard			Main Sails	
Main Mast			Main Top Sails	
Main Top Mast			And is generally well	
Main Yard			found in other sails.	
Mizen Mast				

Cables, Cordage, &c.			Anchors.		Boats.	
Fathoms.	Inches.	N°.	Number and Description.			
Cables, Hemp			3	Bower		
D° Iron	<u>175</u>		1	Stream		<u>Long Boat</u>
Hawser	<u>90</u>		2	Kedge		<u>Minor</u>
Towlines	<u>90</u>					<u>olly Boat</u>
1 <sup>st</sup> Warp	<u>90</u>					
2 <sup>nd</sup> D°	<u>90</u>					

Standing and Running Rigging is all found to be sufficient in size, and good in quality.

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name \_\_\_\_\_



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## SURVEYOR'S REMARKS.

**Timbering.**

The Quality,  
Squaring, and  
Workmanship.

*Of good quality well squared and brought*

**Planking.**

Outside and Inside  
Quality, Edging,  
and Workmanship.

*Plank of good quality well edged & brought*

**Fastenings.**

If Sheathed,  
Doubled, or  
Felted.

*Copper fastened & sheathed with Patent Metal <sup>1834</sup> ~~1835~~  
Doubled with  $1\frac{1}{4}$  in diagonally brought with 9 of  
the midship planks passed through the keel - Doubling  
all secured with 4 & 7 in nails - Butch, stem knee  
board transom knees Iron staple knees to lower deck*

**Repairs.**

*5 Breast Hooks -*

General Observations  
and Opinion as  
required by the  
Instructions.

*This vessel has been well kept up and her  
general appearance is favorable - The Transoms  
& Breast Hooks are <sup>dryed</sup> good condition, I am  
of opinion that she is fit to carry a dry  
and perishable cargo to any part of the  
world - I should be classed FE*

*Surveyor Dock*

The Amount of the Fee, £ 1 : 1 : 0 is received by me. at the Office

Committee Minute 25 July 1834 *DL*

Character Assigned *FE*



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