

No. 389 Port of London Date 11 Aug 18 34 389
 Survey of the Barb Berkeley Master Leann
 Tonnage 297 Owners Fry & Co Port belonging to London
 By whom built Hutchinson & Co Where built London When built 1829
 Destined Voyage to Rotts

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....				Depth of Hold			
Rake of Stem				Lower Hold			
D° of Stern Post.....				Between Decks			
Extreme Breadth							

Scantling of Timber.				Outside.		Inside.	
Inches.		Sided.	Moulded.	Inches.		Inches.	
Timber and Space, each				Bilge to Wales		Ceiling below Hold Beams ...	<u>2 1/4</u>
Floors in the middle				Short Hoods		Clamps and Bilge Planks <u>Lower</u>	<u>4</u>
— at the ends				Bilge Planks		Upper Deck Clamps <u>and</u>	
1st Foothooks				Bilge to Keel		Spirketting	
2nd Foothooks				Wales		Twixt Deck Ceiling	<u>2 1/4</u>
3rd Foothooks <u>at lower deck beam</u>				Topsides			
Top Timbers <u>at lower deck beam</u>				Shear Strake	<u>4</u>		
Deck Beams.....Middle.....				Plank Shears.....	<u>4</u>		
— at the Ends.....							
— Knees							
Hold Beams.....Middle.....							
— at the Ends.....							
— Knees							
Main Kelson							
Scarp of KelsonLength							

Decks.

Thickness..... Inches. 3 || Water Ways..... Inches.

Bolts.

Inches.	Inches.
Keel, Knee, and Dead Wood	Butt Bolts.....
abaft	Hold Beam Bolts
Scarp of the Keel	Hooks forward at throat
Kelson Bolts	Hooks forward at arms
Bolts thro' the Bilge and Foot	Transoms
Waling	Lower Pintle of the Rudder ..

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

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit		
Foremast		
Main Mast		
Mizen Mast		

Sails.

N°.	Nos.
Fore Topmast Stay Sails.....	
Fore Sail	
Fore Topsails	
Main Sails	
Main Top Sails.....	
And is generally well found in other sails.	

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....		
Hawser.....		
Towlines		
1st Warp		
2nd D°		

Anchors.

Nos.	
3	Bower
1	Stream
1	Kedge

Boats.

Number and Description.

1 Long
 1 Long
 1 Stiff

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

Signature



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SURVEYOR'S REMARKS.

Timbering. is of English Oak of good Quality Very well
The Quality, Squaring, and Workmanship. Square and good workmanship and has
been free from the beams on African
board on thick shelf

Planking. is of English and African Oak of good
Outside and Inside Quality, Edging, and Workmanship. Quality and well wrought throughout -
appear to be well Seasoned - Dicks 3 inch
Dunting & good

Fastenings. are of Copper the butt & bidge bolts are through
If Sheathed, and Chained good many Turnbuckles through
Doubled, or the ceiling at bows has 4 Iron Hooks and
Felled. 2 Wood ditto at Stern 2 Iron Crutches the lower deck
beams laid on clamp 3 inches has Iron bolting Staples
between the beams and Iron Hanging Nails the upper Oak
beams laid on thick Stringer Iron hanging Nails & Staples
Standard to alternate beams Sheathed with Copper 1829.

This vessel was coppered 1833 -

24 March 1835

General Observations This is a good built Ship of good Materials
and Opinion as and workmanship appears sound in
required by the every part that can be seen has not
Instructions. worked at any other deck beams is fit for the
conveyance of dry & perishable cargoes and in my
opinion should be classed 12 A -

Surveyor afloat

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

Committee Minute 15 August 1834

Character assigned A 1 for 12 years

Twelve Years of Comm^{ee}
Min. 15 Aug 1834

J. W. C. Sturt

