

No. 394 Port of London Date 13 August 18 34 394
 Survey of the Ship Orient Master White
 Tonnage 596 Owners White Port belonging to London
 By whom built _____ Where built Calcutta When built 1814
 Destined Voyage Calcutta

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold		Bilge to Wales		Ceiling below Hold Beams ...	
Rake of Stem		Lower Hold		Short Hoods		Clamps and Bilge Planks.....	
D° of Stern Post.....		Between Decks		Bilge Planks		Upper Deck Clamps and } <u>6 x 10</u>	
Extreme Breadth				Bilge to Keel		Spirkettling	
Scantling of Timber.				Decks.			
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.	Thickness.....	Water Ways	
Timber and Space, each							
Floors in the middle							
— at the ends							
1 st Foothooks							
2 nd Foothooks							
3 rd Foothooks							
Top Timbers <u>upper and lower</u>							
Deck Beams.....Middle.....							
— at the Ends..							
— Knees							
Hold Beams.....Middle.....							
<u>Hope</u> at the Ends..							
<u>Hope</u> Knees							
Main Kelson							
Scarpings of KelsonLength							

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		

See Paper

Sails.

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

See Sails

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron..... <u>Three</u>		
Hawser..... <u>one</u>		
Towlines .. <u>one</u>		
1 st Warp		
2 nd D°		

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

Anchors.

Nos.	
<u>4</u>	Bower
<u>1</u>	Stream
<u>1</u>	Kedge

Boats.

Number and Description.

<u>1</u>	Launch
<u>2</u>	Cutters
<u>1</u>	Boat

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

Owner's Name _____

Nautical Surveyor's Name _____



© 2021

Lloyd's Register Foundation

SURVEYOR'S REMARKS.

Timbering. is of E. I. Teak well Styr and of good Quality
 The Quality, and good workmanship
 Squaring, and
 Workmanship.

Planking. is of E. I. Teak of good Quality and good
 Outside and Inside workmanship - is now in good condition
 Quality, Edging,
 and Workmanship.

Fastenings. are of Iron. Principally, Scaup Nails and Copper bolts
 If Sheathed, about 1830 - the lower end of the beams are laid
 Doubled, or on Shelves and dovetailed Shirts & has Iron
 Felted. hanging Nails the upper deck beams are laid on
 Thick Shelves and have hanging Nails to each beam has
 sufficient breast hooks forward & 4 Pointers aft and -
Repairs. doubled with 2 1/2 inch Oak Plank and Copper
 bolts driven up through all and Felt in -
 the wales doubled part 1829 Part 1833.

Sheathed with copper 1831 -

General Observations This is a strong well built Ship appears
 and Opinion as Sound and in good Condition had not worked
 required by the at any of her beam ends - is well secured
 Instructions. forward & aft. is fit for the conveyance of any & Peninsular
 cargo and in my opinion should be classed
 A. 1

[Signature]

Surveyed on board

The Amount of the Fee, £ 3 : 3 : is received by me. *[Signature]*

Committee Minute 15 August 1834

Character assigned *A. 1*
[Signature]



© 2021

Lloyd's Register
 Foundation