

No. 481 Port of London Date May 31 1834 481
Survey of the Schooner Lord Nelson Master A. Cutting
Tonnage 113 Owners C. Martineau Port belonging to London
By whom built _____ Where built Nova Scotia When built 1817
Destined Voyage _____

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.	
		Inches.	Inches.				
Timber and Space, each				Bilge to Wales		Ceiling below Hold Beams ...	
Floors in the middle				Short Hoods		Clamps and Bilge Planks.....	
_____ at the ends				Bilge Planks		Upper Deck Planks and	
1 st Foothooks				Bilge to Keel		Spirketting	
2 nd Foothooks				Wales		'Twixt Deck Ceiling.....	
3 rd Foothooks				Topsides			
Frame				Plank Shears.....			
Top Timbers							
Deck Beams middle							
_____ at the ends							
_____ Knees to d°							
Keel, N°. Lengths							
Main Kelson							
Scarphs at Kelson							

Decks.	
Inches.	Inches.
Thickness.....	Water Ways

Bolts.	
Inches.	Inches.
Keel Knee and Dead Wood	Butt Bolts.....
abaft	Hold Beam Bolts
Scarph 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 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.	Nos.	Number and Description.		
Cables, Hemp			2 Bower		
D° Iron.....			1 Stream		
Hawser.....			1 Kedge		
Towlines					
1 st Warp					
2 nd D°					

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 _____

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Of Duir & Hackmatack & Spruce & White Oak of
good quality square but rough workmanship

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Of good quality well edged & wrought

Fastenings.

If Sheathed,
Doubled, or
Felted.

Copper - Coppered 1834 - Nails secured at the
extremities & Decks -

Repairs.

Has in the present year had a thorough
repair the particulars of which are described in
a paper annexed - the repair was done under
my inspection & to the best of my belief all
the defective timbers & Plank were removed -
Large Repairs & Certificate in 1834

General Observations
and Opinion as
required by the
Instructions.

As before stated this vessel has been thoroughly
repaired and is now in an efficient state
for the safe conveyance of dry and portable
cargoes to any part of the world & should in my
opinion be classed *F.*
Surveyed whilst
under repair on
the ways - *George Bumpus*

The Amount of the Fee, .. £

: 10 : 6 is received by me.

at the Office

Committee Minute 2 September 1834 *W. D.*

Character Assigned *F. 1*

M. H.

The Certificate of repair is at the Office



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