

No. 014 Port of London Date Sept 13 1834
Survey of the Bark Robert Master Stevenson
Tonnage 318 Owners R & J Neave Port belonging to London
By whom built Scott Where built Greenock When built 1819
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 Inches.	Moulded Inches.	Sort of Wood.	Inches.	Inches.	Inches.
Timber and Space, each							
Floors in the middle							
_____ at the ends							
1 st Foothooks							
2 nd Foothooks							
3 rd Foothooks							
Top Timbers							
Deck Beams.....Middle.....							
_____ at the Ends..							
_____ Knees							
Hold Beams.....Middle.....							
_____ at the Ends..							
_____ Knees							
Main Kelson							
Scarphs of KelsonLength							

Thickness.		Decks.	
Inches.		Inches.	
Bilge to Wales		Thickness.....	
Short Hoods			
Bilge Planks			
Bilge to Keel			
4 Wales			
Topsides			
2 Shear Strake			
Plank Shears.....			

Bolts.	
Inches.	
Heel, Knee, and Dead Wood } abaft	Butt Bolts.....
Scarph of the Keel	Hold Beam Bolts.....
Kelson Bolts	Hooks forward at throat
Bolts thro' the Bilge and Foot } Waling	Hooks forward at arms.....
	Transoms
	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.		
	Quality of Wood.	Length, &c.
Bowsprit		
Foremast		
Main Mast		
<u>Back Mast</u>		

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		
1 st Warp		
2 nd D°		

Anchors.		Boats.	
Nos.		Number and Description.	
3	Bower		
1	Stream		
2	Kedge		

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 good quality well squared and wrought

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Of good quality well edged & wrought

Fastenings.

If Sheathed,
Doubled, or
Felted.

*Copper - Coppered Patent Hair 1831 - This vessel is well
secured forward and aft - Butts and Floor Heads Bolted
& is well secured in all parts.*

Repairs.

*New Waler - & 5 Stakes of the upper course 1831 -
At the present time for Restoration - New Topside
Sheer Stake. Plank & new Waterways & three stakes
of the Port side - New upper piece of Stem -
Apron (Deck Hook - When opened very defective
Lumber was removed and the Throat Bolts of the
Hold Beam knees driven out and replaced with
new ones although only 3 years old.
New Head - Chocks & Rails -*

General Observations
and Opinion as
required by the
Instructions.

*This vessel has been minutely examined by me according
to the instructions - The Stake in wake of the Hold Beam
Bolts was not taken out - the plank being but 3 years
old and perfectly sound in all the holes - The side having
been shipped down to the Waler afforded an opportunity of examining
them throughout which was done - 5 Stakes under the
Waler being new at the same time I examined the Linber
on the inside at the height directed at the Floor Heads
and in the Linber - The Deck Hooks and Trussers
were also examined & the whole progress of the repairs were
carefully by me - From the very high state of repair & soundness
of this vessel I feel it my duty to recommend her restoration to the A Class
for a longer period of 6 years - George Baileys*

The Amount of the Fee, £ 2: 2: is received by me, J. Baileys

Committee Minute *24 Sept* 1834

Character assigned

Restored A 1 for 6 Years
J. Baileys



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