

No. 632 Port of London Date 26 Sept 18 34 632  
Survey of the Barre Dullow Master R Pearson  
Tonnage 286 Owners J Graham Port belonging to London  
By whom built Brunton Where built Sunderland When built 1832  
Destined Voyage Jamaica

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.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each .....	<u>12-14</u>		
Floors in the middle .....		<u>12</u>	
— at the ends .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			<u>7 1/2</u>
3 <sup>rd</sup> Foothooks .....			
Top Timbers .....			<u>6 1/2</u>
Deck Beams.....Middle.....			<u>9 1/2</u>
— at the Ends.....			<u>9</u>
— Knees .....			<u>one from hanging</u>
Hold Beams.....Middle.....		<u>12</u>	<u>12</u>
— at the Ends.....			<u>one from hanging</u>
— Knees .....			<u>one from hanging</u>
Main Kelson .....		<u>12 1/2</u>	<u>17</u>
Scarpes of Kelson.....Length .....		<u>12 1/2</u>	<u>16</u>

  

Outside.		Inside.	
	Inches.		Inches.
Bilge to Wales .....		Ceiling below Hold Beams ...	<u>2 1/2</u>
Short Hoods .....		Clamps and Bilge Planks.....	<u>4</u>
Bilge Planks .....		Upper Deck Clamps and	
Bilge to Keel .....		Spirketting .....	<u>3</u>
Wales .....		"Twixt Deck Ceiling.....	<u>2</u>
Topsides .....			
Shear Strake... <u>Lead</u> .....	<u>3 1/2</u>		
Plank Shears.....	<u>3 1/2</u>		

  

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

  

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abait .....	
Scarp of the Keel .....	
Kelson Bolts .....	
Bolts thro' the Bilge and Foot	
Waling .....	

  

Butt Bolts.....	
	Inches.
Hold Beam Bolts .....	
Hooks forward at throat .....	
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

#### Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit .....		
Foremast .....		
Main Mast .....	<u>Pine</u>	<u>Dimensions good</u>
Mizen Mast .....	<u>Condition</u>	
<u>2 Iron Pumps</u>		
<u>2 Iron Bars</u>		<u>Good Condition</u>

#### Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp .....		
D° <u>2</u> Iron.....	<u>200</u>	
Hawser.....		<u>7</u>
Towlines .....	<u>90</u>	<u>3 1/4</u>
1 <sup>st</sup> Warp .....		<u>5 1/2</u>
2 <sup>nd</sup> D° .....		<u>3 1/2</u>

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

#### Sails.

N°.		Nos.
<u>3</u>	Fore Topmast Stay Sails.....	
<u>2</u>	Fore Sail .....	
<u>2</u>	Fore Topsails .....	
<u>2</u>	Main Sails .....	
<u>2</u>	Main Top Sails.....	
	And is generally well found in other sails.	

#### Anchors.

Nos.	
<u>3</u>	Bower
<u>1</u>	Stream
<u>1</u>	Kedge

#### Boats.

Number and Description.

1 Long  
1 Skiff  
1 Lolly

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.** *Frame English Oak Beams Afrum of good quality*  
**The Quality,** *well squared good workmanship*  
**Squaring, and**  
**Workmanship.**

**Planking.** *is English & Afrum Oak of good quality and*  
**Outside and Inside** *well wrought*  
**Quality, Edging,**  
**and Workmanship.**

**Fastenings.** *are copper bull & belye bolts through & clinches*  
**If Sheathed,** *is well secured at the Stern with one wood crutch*  
**Doubled, or** *and 2 wood Poppers and forward with 5 thrust Wops*  
**Felted.** *Sheathed with Copper 1832*

**Repairs.**

*Oct 2. 1834. I have carefully examined the frame of this ship as far as it could be seen in the air openings, and find that although not of uniform siding ~~that~~ it is generally square, and the roving timbers appear to have been rendered so by the removal of the sap from their edges. The ceiling Plank is shifted 3 between and the ship generally well fastened throughout and her scantlings fully equal to the annexed specification by which she was built. George Bayley*

**General Observations**

**and Opinion as**  
**required by the**  
**Instructions.**

*The Timbering of this Ship where it could be seen is well squared and of good quality the planking is of the best description free from sap and well wrought, is well fastened throughout and appears in every respect as a well built Ship and in my opinion fit to carry a dry Perishable cargo and should be classed 12A -*

*Surveyed afloat -*

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

**Committee Minute**

*October 7<sup>th</sup>*

*1834*

**Character assigned**

*A 1 for 10 years*



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