

First seen on the 6th August

No. 859 Port of London Date Sept 15 1834

Survey of the Ship Royal George Master Richards

Tonnage 486 Owners Jacob & Co Port belonging to London

By whom built Staniforth Where built Hull When built 1820

Destined Voyage Sydney See London Survey No. 787. Registered producer

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

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each.....	13 1/2			Oak
Boards in the middle		13		
Boards at the ends			10 1/2	
Foorthooks				
Foorthooks		9 1/2	9	"
Foorthooks				
Top Timbers	9	9 1/2	6 1/2	"
Deck Beams.....Middle.....		10 1/2	9 1/2	"
Boards at the Ends.....				
On Lodging.....Knees		6		Timber
On Lodging.....Middle.....		12	11	Gale
Boards at the Ends.....				
On Lodging.....Knees		7 1/2		Timber
Main Kelson		14	15	Oak
Scarp of KelsonLength		12	12	

Outside.		Inside.	
	Inches.		Inches.
Bilge to Wales	4	Ceiling below Hold Beams ...	2 1/2
Short Hoods	3 1/2	1-4 6	2 3
Bilge Planks	2	1-3	4 4
Bilge to Keel		Clamps and Bilge Planks...	4 4
Wales		Upper Deck Clamps and	3
Topsides		Spirkettling	3
Shear Strake			
Plank Shears.....	3	Twist Deck Ceiling.....	2

Decks.	
	Inches.
Thickness.....	3
Lower Deck.....	3
Water Ways.....	4

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abaft	
Scarp of the Keel	
Kelson Bolts	
Bolts thro' the Bilge and Foot	
Waling	
Butt Bolts.....	
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 George Bayley

Masts, Yards, &c.		Sails.	
	Quality of Wood.	No.	No.
Mainsprit	Of sufficient size & good in quality	Fore Topmast Stay Sails.....	
Foremast		Fore Sail	
Mast in Mast		Fore Topsails	
Mizen Mast		Main Sails	
		Main Top Sails.....	
		And is generally well found in other sails. }	

Cables, Cordage, &c.		Anchors.		Boats.	
	Fathoms.			Number and Description.	
Cables, Hemp					
No. Iron.....	220				
Hawser.....	1 1/2 & 1 5/8				
Towlines	7				
Warp					
No.					
Running and Running Rigging is all found to be sufficient in size, and good in quality. }					

Anchors.		Boats.	
No.		Number and Description.	
3	Bower	Long Boat	
1	Stream	Tolly Boat	
1	Kedge		

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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Timbering.

The Timbers of this vessel were examined in several places and from the Lower Deck downwards found to be generally sound & good - Some plank having been taken out above the Masts the Timbers were seen and found in tolerable condition -

Planking.

Many pieces in the Bottom - Originally of good quality
well aged & wrought - being in tolerable condition
from the Lower Deck to the Bulk - Waterways indifferent

Fastenings.

Copper - Wood Sheathed & Coppered 1834 - Eight Buant
Hicks - Irons on New & Antick - Staple Standards -

Repairs.

Repairs. At the present time has had new brutch, and two additional long ^{13 1/2} bolts driven through the Deadwood abut. Put new Securi Nelson & Gidding Dr & rebolts - Local Dock Knees shifted & such other fastening introduced as ~~might~~ ^{were} found to be necessary to enable her to proceed on her present voyage. Caulked from keel to gunwale & Decks. - Stated to have had put new upper works 1830

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

It being the intention of the Owners of this Ship to enter
into an extensive ^{thorough} repair for restoration, the repairs done
at the present time were only such as should enable her
to proceed with safety on her present voyage - ^{in consequence of} ~~with~~ that
declared intention of the Parties concerned and some indication
of straining and defect I felt it my duty to make the
most rigid examination in my power - as to the state of
fastenings, & Plank - The Topsides Bottom and Bulkheads
were carefully overhauled and whenever defects were discovered
as let in - Several of the Lower Deck fastenings were driven out
& replaced - All the stowed or strained Bolts between Decks also - Every
done short of shifting Plank, that could be done to put her into an
efficient state for the conveyance

The Amount of the Fee, " £

is received by me. efficient state for the conveyance
of a dry and portable cargo
to the South Wales, which in
my opinion she is now competent to

Committee Minute

25 November 1834

Character assigned

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(see Survey No. 187 - London)

John C. Stedman