

No. 886 Port of London Date Nov. 10<sup>th</sup> 1834 886  
Survey of the Bark Alward Master Hogg  
Tonnage 325 Owners G. Shelton Port belonging to Peterhead  
By whom built G. Shelton Where built Peterhead When built 1820  
Destined Voyage Jamaica

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
				Outside.		Inside.	
Length of Keel.....				Depth of Hold .....			
Wake of Stem .....				Lower Hold .....			
No of Stern Post.....				Between Decks .....			
Extreme Breadth .....							

  

Scantling of Timber.			
	Inches.	Sided Inches.	Moulded Inches.
Timber and Space, each .....	<u>14 1/4</u>	<u>12</u>	<u>12</u>
Floors in the middle .....			
— at the ends .....			
1st Foothooks .....			
2nd Foothooks .....	<u>12, 10</u>	<u>6</u>	<u>8 1/2</u>
3rd Foothooks .....			
Top Timbers .....	<u>11</u>	<u>10</u>	<u>6</u>
Deck Beams.....Middle.....		<u>10</u>	<u>9</u>
.....at the Ends..			
.....Knees .....		<u>6</u>	
Hold Beams.....Middle.....		<u>12</u>	<u>10 1/2</u>
.....at the Ends..			
.....Knees .....			
Main Kelson .....		<u>12</u>	<u>13</u>
Scarp of Kelson ....Length .....		<u>12</u>	<u>12 1/2</u>

  

Outside.		Inside.	
	Inches.		Inches.
Bilge to Wales .....	<u>3</u>	Ceiling below Hold Beams ...	<u>2 1/2</u>
Short Hoods .....		Clamps and Bilge Planks.....	<u>4</u>
Bilge Planks .....		Upper Deck Clamps and	<u>3</u>
Bilge to Keel .....		Spirketting .....	
Wales .....	<u>5 3/4</u>	'Twixt Deck Ceiling.....	<u>2 1/2</u>
Topsides .....			
Shear Strake .....			
Plank Shears.....	<u>3</u>		

  

Decks.	
	Inches.
Thickness.....	<u>3</u>
Water Ways .....	<u>5</u>
	<u>6</u>

  

Bolts.	
	Inches.
Heel, Knee, and Dead Wood	
abait .....	
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.

	Quality of Wood.	Length, &c.
Bowsprit .....	<u>Sufficient</u> <u>of good quality</u>	
Foremast .....		
Main Mast .....		
Mizen Mast .....		

Sails.

No.		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 <sup>o</sup> Iron.....	<u>200</u>	
Hawser.....		
Towlines .....		
1 <sup>st</sup> Warp .....		
2 <sup>nd</sup> D <sup>o</sup> .....		

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

Anchors.

No.	
<u>2</u>	Bower
<u>1</u>	Stream <u>12 ft</u>
<u>3</u>	Kedge

Boats.

Number and Description.

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

Owner's Name

Nautical Surveyor's Name



886. Jan.

## SURVEYOR'S REMARKS.

### Timbering.

The Quality,  
Squaring, and  
Workmanship.

English Oak of good quality rather waxy but  
well wrought.

### Planking.

Outside and Inside  
Quality, Edging,  
and Workmanship.

Outside & inside Plank (Quartz Oak) of good  
quality well edged & wrought. Caulking pretty good  
condition.

### Fastenings.

If Sheathed,  
Doubled, or  
Felled.

Copper Wood Sheathed &oppered 1834 present time  
Breast Hooks. 2 Pointed Transom Nails.  
Staple Standards on alternate Beams. Butts &  
Floor Heads Bolted & generally well fastened.

### Repairs.

At the present time 2 Stakes of upper lower  
Greenheart } Shifted & the Bottom overhauled & caulked throughout  
from Panama } One Stake upper lower shifted Larboard side and  
several planks in both Bows & Quarters.  
New Deck 1831—

General Observations  
and Opinion as  
required by the  
Instructions.

This vessel has a very firm appearance  
& has been well kept up. All the  
Bottom at the present time has been well  
overhauled and whatever was found to  
be defective, shifted & in my opinion  
she is in an efficient state of repair for the  
safe conveyance of dry & perishable cargoes to  
any part of the world should be desired.

Surveyed in  
Dry Dock

The Amount of the Fee, £ 2 : 2 : 0 is received by me.

Committee Minute 2 December 1834

Character assigned

A1  
Appd. J. B. M. R.



© 2

Lloyd's Register  
Foundation

Thompson & Pittman & Co.