

No. 970 Port of London Date 14 Nov<sup>r</sup> 1834  
Survey of the Ship Medra Master H. Howard  
Tonnage 235 Owners Haes & Steel Port belonging to London  
By whom built \_\_\_\_\_ Where built Bristol When built 1825  
Destined Voyage Jamaica

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold .....		Bilge to Wales .....		Ceiling below Hold Beams ...	<u>2</u>
Rake of Stem .....		Lower Hold .....		Short Hoods .....		Clamps and Bilge Planks .....	<u>4</u>
D° of Stern Post.....		Between Decks .....		Bilge Planks .....		Upper Deck Clamps and	
Extreme Breadth .....				Bilge to Keel .....		Spirkettling .....	<u>3 1/2</u>
				Wales .....		'Twixt Deck Ceiling.....	<u>2</u>
				Topsides .....			
				Shear Strake .....			
				Plank Shears.....			

  

Scantling of Timber.			
Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each .....			
Floors in the middle .....			
— at the ends .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Top Timbers .....			
Deck Beams.....Middle.....	<u>9</u>	<u>8 1/2</u>	<u>English Oak</u>
— at the Ends..			
— Knees .....			
— Old Beams.....Middle.....			
— at the Ends..	<u>10 1/2</u>	<u>10 1/2</u>	
— Knees .....			
Main Kelson .....			
Scarphs of Kelson ....Length ....			

  

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

  

Bolts.	
Inches	Inches
Heel, 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 \_\_\_\_\_

Masts, Yards, &c.		Sails.	
Quality of Wood.	Length, &c.	N <sup>o</sup> .	N <sup>os</sup> .
bowsprit .....		<u>3</u>	Fore Topmast Stay Sails .....
Foremast .....		<u>2</u>	Fore Sail .....
Main Mast .....		<u>2</u>	Fore Topsails .....
Mizen Mast .....		<u>2</u>	Main Sails .....
		<u>2</u>	Main Top Sails.....
		And is generally well found in other sails. } <u>yes</u>	

  

Cables, Cordage, &c.		Anchors.		Boats.	
Fathoms.	Inches.	N <sup>os</sup> .	Number and Description.		
Hemp .....					
Iron.....					
Lawser.....		<u>3</u>	Bower	<u>1</u>	<u>Long</u>
Rowlines .....		<u>1</u>	Stream	<u>1</u>	<u>Short</u>
1 <sup>st</sup> Warp .....		<u>1</u>	Kedge	<u>1</u>	<u>Sole</u>
2 <sup>nd</sup> D <sup>o</sup> .....					

  

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 \_\_\_\_\_

H. Courtney



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## SURVEYOR'S REMARKS.

**Timbering.** *is English Oak of good quality well*  
**The Quality,** *Syn area fair workmanship*  
**Squaring, and**  
**Workmanship.**

**Planking.** *is of English oak of middling quality*  
**Outside and Inside** *rather thin is well wrought*  
**Quality, Edging,**  
**and Workmanship.**

**Fastenings.** *are Copper butt bolts through - is well fastened*  
**If Sheathed,** *at the beam ends and at the bows has no*  
**Doubled, or** *bruteh or pointers aft part sheathed with*  
**Felted.** *wood coppered over Patent Hair 18 33*

**Repairs.**

**General Observations** *This is rather a well built vessel planking*  
**and Opinion as** *rather thin appears sound in every visible*  
**required by the** *port is in an efficient state of repair fit*  
**Instructions.** *to carry a very & perishable cargo should be classed*  
*10 A -* *Flourmney*

*Surveyed afloat*  
**The Amount of the Fee, £** *1.1.0* **is received by me.** *AMH*

**Committee Minute** *13 December* **1834**

**Character assigned** *A 1 for 10 years*

*AMH C. Sted*



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