

No. 993 Port of London Date September 9<sup>th</sup> 1834  
 Survey of the Ship Zenobia Master John Owen  
 Tonnage 602 Owners Captain & Co Port belonging to London  
 By whom built \_\_\_\_\_ Where built Calcutta When built 1816  
 Destined Voyage Cape of Good Hope & Calcutta

| 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. |  |
| Timber and Space, each .....     |         |               |                 |               | Bilge to Wales ..... |         |  |
| Floors in the middle .....       |         |               |                 |               | Short Hoods .....    |         |  |
| _____ at the ends .....          |         |               |                 |               | Bilge Planks .....   |         |  |
| 1 <sup>st</sup> Foothooks .....  |         |               |                 |               | Bilge to Keel .....  |         |  |
| 2 <sup>nd</sup> Foothooks .....  |         |               |                 |               | Wales .....          |         |  |
| 3 <sup>rd</sup> Foothooks .....  |         |               |                 |               | Topsides .....       |         |  |
| Top Timbers .....                |         |               |                 |               | Shear Strake .....   |         |  |
| Deck Beams.....Middle.....       | —       | 10            | 9               | Teak          | Plank Shears.....    |         |  |
| _____ at the Ends.....           |         |               |                 |               |                      |         |  |
| _____ Knees .....                |         |               |                 |               |                      |         |  |
| Hold Beams.....Middle.....       | —       | 13            | 10              | "             |                      |         |  |
| _____ at the Ends.....           |         |               |                 |               |                      |         |  |
| _____ Knees .....                |         |               |                 |               |                      |         |  |
| Main Kelson .....                |         |               |                 |               |                      |         |  |
| Scarp of Kelson ....Length ..... |         |               |                 |               |                      |         |  |

  

| Decks.         |                 |
|----------------|-----------------|
| Thickness..... | Inches.         |
| 3              | Water Ways..... |

  

| Bolts.   |                               |
|--|-------------------------------|
| Inches.  | Inches.                       |
| Heel, Knee, and Dead Wood }<br>abaft .....       | Butt Bolts.....               |
| Scarp of the Keel .....                          | Hold Beam Bolts .....         |
| Kelson Bolts .....                               | Hooks forward at throat ..... |
| Bolts thro' the Bilge and Foot }<br>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 \_\_\_\_\_

#### Masts, Yards, &c.

|                            | Quality of Wood. | Length, &c. |
|----------------------------|------------------|-------------|
| Bowsprit .....             | Teak             |             |
| Foremast <u>Fore</u> ..... |                  |             |
| Main Mast .....            |                  |             |
| Mizen Mast .....           |                  |             |

#### Cables, Cordage, &c.

|                            | Fathoms. | Inches. |
|----------------------------|----------|---------|
| Cables, Hemp .....         | 240      |         |
| D° Iron.....               | 120      |         |
| Hawser.....                | 110      | 10      |
| Towlines .....             |          |         |
| 1 <sup>st</sup> Warp ..... | 2        | Warp    |
| 2 <sup>nd</sup> D° .....   |          |         |

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

#### Sails.

| N°. |                              | N°. |
|-----|------------------------------|-----|
| 2   | Fore Topmast Stay Sails..... |     |
| 3   | Fore Sail .....              |     |
| 3   | Fore Topsails .....          |     |
| 2   | Main Sails .....             |     |
| 3   | Main Top Sails.....          |     |

And is generally well found in other sails. }

#### Anchors.

| Nos. |        |
|------|--------|
| 3    | Bower  |
| 1    | Stream |
| 2    | Kedge  |

#### Boats.

| Number and Description. |
|-------------------------|
| Longboat                |
| Boat                    |
| Boat                    |
| Jollyboat               |

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name W. Middleton



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993 Jan.

## SURVEYOR'S REMARKS.

### Timbering.

The Quality,

*Teak*

Squaring, and

Workmanship.

*Good quality & workmanship well squared*

### Planking.

*Teak*

Outside and Inside

Quality, Edging,

and Workmanship.

*Good quality and workmanship*

### Fastenings.

*Iron, Sheathed with boards over felt in 1829, and repaired  
If Sheathed, in 1833, Deck beams on a four inch clamp and stringer bolted  
Doubled, or to the timbers & beams with Iron hanging knees. All beams  
Felled. secured the same way, six barge strakes, butt bolts clenched  
three crutches over the transoms, two Iron Diagonal knees  
over the star timbers & quarters, well secured with breasthooks  
and generally well fastened—*

### Repairs.

### General Observations

and Opinion as

required by the

Instructions.

*This vessel has a very favorable appearance for her age showing  
no symptoms of rotting or decay, and altogether in a good state  
of repair and efficiency, and fit for the conveyance of dry and  
perishable cargoes, therefore am of opinion she should  
be designated by the Diphthong A. 1*

The Amount of the Fee, £ 3 : 3 : 0 is received by me.

Committee Minute 30 December 1834

Character assigned

*A. 1*

*GHD*

*CBH*



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