

No. 1044 Port of London Date Nov^r 6 1834
Survey of the Ship Thomas South Master W.A.
Tonnage 1334 Owners Majoribanks & Co Port belonging to London
By whom built Barnard Where built London When built 1817
Destined Voyage Westward

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
				Outside.		Inside.	
Length of Keel.....				Bilge to Wales.....	4	Ceiling below Hold Beams ...	4
Rake of Stem				Short Hoods			
D° of Stern Post.....				Bilge Planks.....		Clamps and Bilge Planks.....	6
Extreme Breadth				Bilge to Keel	5		
				Wales	6	Upper Deck Clamps and	4
				Topsides	4	2 Spirketting	4
				2 Shear Straked.....	5		
				Plank Shears.....	5	"Twist Deck Ceiling.....	3
Scantling of Timber.							
Timber and Space, each	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.			
Floors in the middle	14 3/4	15	15	Oak			
— at the ends		13		"			
1 st Foothooks	14			"			
2 nd Foothooks	13			"			
3 rd Foothooks	12			"			
Top Timbers	10 1/2	6		"			
Deck Beams.....Middle.....							
— at the Ends.....							
— Knees							
Hold Beams.....Middle.....							
— at the Ends.....							
— Knees							
Main Kelson	16	1 1/2	Oak & African				
2 Sister Kelsons	13	1 1/4					
Scarphs of KelsonLength	13	12					
Hiding Kelsons	13	12					

Three Decks.

Bolts.

	Inches.		Inches.
Heel, Knee, and Dead Wood	1 1/2	Butt Bolts	7/8
abaft	1 1/2	Hold Beam Bolts	1 3/8
Scarph of the Keel	1 3/8	Hooks forward at throat .f....	1 3/8
Kelson Bolts	1 3/8	Hooks forward at arms...f. 1 3/8	1 1/4
Bolts thro' the Bilge and Foot	1	Transoms	1 3/8
Waling	1	Lower Pintle of the Rudder ..	1 1/4

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		
Foremast		
Main Mast		
Mast		

Sails.

N°.		N°.
	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		
Iron.....		
Warp		
....		

Anchors.

Boats.

N°.		Number and Description.
	Bower	
	Stream	
	Kedge	

Running and 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

1044. *San.*

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Where seen in air openings and timbers - of good quality, well squared
swrought

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

From the top up appears to be of good quality, well squared through
Ceiling in good condition.

Fastenings.

If Sheathed,

6 Iron
4 brass

Doubled, or
Felted.

Copper - Bolted from top of wales to light water mark. Wood sheathed
Patent Felt below the Doubling & Coppered 1829. - 10 Breast Hooks. 2 Cutters
2 Pointers & 2 Transoms knees each side - besides Deck Transoms & knees
2 Iron Rungings each bow - Iron Hook outside under bowsprit - Standards to
alternate upper & lower Decks - Standard upon or under every middle
D Beam - one under every lower D Beam in addition to the
usual wood lodging & Iron hanging knees - Deadwood knee & stemson -
3 Standards on lower Deck & one under against the Transoms - 2 Bow Standards
and the usual fastenings for ships of this class.

Repairs.

Doubling 3" on wales
see 14 below

On her 3rd voyage is stated to have taken the ground in coming up the River
and received damage - at this time the Kelsons were upset and additional
Floor Riders were introduced on the alternate Buttock from the Foremast to the
6 floors abaft the Mainmast. - In 1829 had sheer stakes, Plank sheers &
part of the topside shifted and additional hanging standards introduced
Riding Kelson, Doubled from top of wale 16 Strakes down ^{over Patent Felt} Wood and Iron
Cheeks shifted in 1829. Bottom caulked - At the present time. Caulked
from the Copper up & all the Decks - Copper repaired (1400 sheets)
and part new Head knee - Trail Boards & moved and examined
under.

General Observations
and Opinion as
required by the
Instructions.

Surveyed in Dry Dock

The Stem frame of this ship has gone aft at some former period about
one inch - at present appears dry and sound - has moved but very
little at her middle & upper D Beam ends. Examined the Riding
Kelson ~~by examining~~ ^{at the heels of the Pillars} - found it in good condition -
From her general appearance I am of opinion that she
is in an efficient state of repair & fit for the conveyance
of a dry and perishable cargo to any part of the world &
should be classed *Fe* *George Bayley*

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

Committee Minute 15 January 1835.

Character assigned *AP, 1*
J. M. P. *C. S. Kerr*



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