

No. 1124 Port of London Date January 31<sup>st</sup> 1835  
Survey of the Brig Jabez Master J. Tindall  
Tonnage 224 Owners J. & Mosey Port belonging to Warrborough  
By whom built R. Tindall Where built Warrborough When built 1832  
Destined Voyage Constantinople

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

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each .....	11 1/2			
Floors in the middle .....		11		Oak
— at the ends .....				
1 <sup>st</sup> Foothooks .....		10		"
2 <sup>nd</sup> Foothooks .....		8	6	
3 <sup>rd</sup> Foothooks .....				
Frame .....				
Top Timbers .....		6 1/2	5 1/2	"
Deck Beams middle .....		9	8	African
— at the ends .....				
— Knees to d° .....				
Keel, N°. Lengths .....				
Main Kelson .....		11	12	"
<u>Rider</u> Scarpns at Kelson .....		11	11	"

Wales .....	Upper Deck Planks and	} .... 3
Topsides .....	Spirketting .....	
Plank Shears.....	'Twixt Deck Ceiling.....	2

Decks.		Inches.	Water Ways .....		Inches.
Thickness.....		3			

Bolts.		Inches.		Inches.
Keel Knee and Dead Wood	}	Inches.	Butt Bolts.....	
abaft .....			Hold Beam Bolts .....	
Scarp 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.		
	Sort Wood	Length, &c.
Bowsprit .....	<u>Pin</u>	
Foremast .....	"	
Topmast .....	"	
Fore Yard .....	"	
Main Mast .....	"	
Main Top Mast .....	"	
Main Yard .....	"	
Mizen Mast .....	"	

Sails.		N <sup>os</sup> .
N <sup>o</sup> .		N <sup>os</sup> .
2	Fore Topmast Stay Sails.....	
2	Fore Sail .....	
2	Fore Topsails .....	
1	Main Sails .....	
2	Main Top Sails.....	
And is generally well }		
found in other sails. }		

Cables, Cordage, &c.		
	Fathoms.	Inches.
Cables, Hemp .....		
D° Iron.....	260	
<i>One stream chain</i>	25	
Hawser.....	85	8
Towlines .....	90	6
1 <sup>st</sup> Warp .....	} 2 Hops	
2 <sup>nd</sup> D° .....		
Standing and Running Rigging is all found to be sufficient in size, and good in quality. }		

Anchors.		Boats.	
		Number and Description.	
3	Bower	<u>Long boat &amp; Jolly boat</u>	
1	Stream		
2	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 W. Middleton



## SURVEYOR'S REMARKS.

**Timbering.**

The Quality,

Squaring, and

Workmanship.

English & African Oak, Good quality & workmanship, well squared.  
 Several of the floor beams, Nelson's African, the remainder English Oak.

**Planking.**

Outside and Inside

Quality, Edging,

and Workmanship.

Top sides and part of the bottom African, the remainder English Oak,  
 Stringers, clamps & ceiling from the floor heads African Oak, below  
 to the Nelson's of Foreign Oak — Good quality & workmanship  
 well edged —

**Fastenings.**

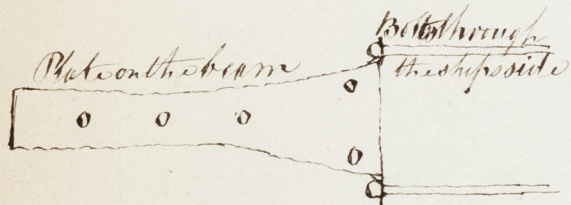
If Sheathed,

Doubled, or

Felted.

Copper to the Masts, Deck beams secured with two <sup>Diagonal</sup> spurs six feet  
 long doweled to the beams and Iron hanging knees to every alternate  
 one, Hold beams an iron plate on each side ~~the beam~~ with two  
 bolts through the sides & clinched, stringer & waterway bolts through  
 alternate timbers and doweled to the beams, fastenest hooks & well  
 fastened aft, Coppered in December 1832,

**Repairs.** At the present time on the ways having her copper repaired.



General Observations

This vessel appears to have been faithfully built of the best  
 and Opinion as materials, is altogether in a good state of efficiency, well found  
 required by the and I am of opinion she is entitled to be classed "A"

Instructions.

The Amount of the Fee, £ 1 : 1 : 0 is received by me. *Middleton*

Committee Minute 2 February 1835

Character Assigned. A 1 for 10 years

*Mrs. C. B. H. M.*



© 2021

Lloyd's Register  
Foundation