

No. 1153 Port of London Date Nov^r 17 18 34
Survey of the Back Thames Master Cameron
Tonnage 351 Owners J. Marshall & Co Port belonging to Newcastle
By whom built _____ Where built Stockton When built 1787
Destined Voyage _____

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Outside.		Inside.	
Length of Keel.....				Bilge to Wales.....		Ceiling below Hold Beams ...	<u>2 1/2</u>
Wake of Stem.....				Short Hoods.....		Clamps and Bilge Planks.....	<u>4</u>
° of Stern Post.....				Bilge Planks.....		Upper Deck Clamps and	<u>4</u>
Extreme Breadth.....				Bilge to Keel.....		Spirkettig.....	
Scantling of Timber.				Wales.....		Twixt Deck Ceiling.....	
	Inches.	Sided Inches.	Monided Inches.	Topsides.....			
Timber and Space, each.....	<u>Irregular</u>			Shear Strake.....			
Floors in the middle.....	<u>of large size</u>			Plank Shears.....	<u>4</u>		
at the ends.....	<u>but irregular</u>						
1st Foothooks.....	<u>scantling</u>						
2nd Foothooks.....	<u>9 1/2</u>	<u>11</u>					
3rd Foothooks.....							
Top Timbers.....							
Deck Beams.....	<u>9</u>	<u>9</u>					
at the Ends..							
Knees.....	<u>6 1/2</u>						
Hold Beams.....	<u>14</u>	<u>12</u>					
at the Ends..							
Knees.....	<u>8</u>						
Main Kelson.....	<u>13</u>	<u>18</u>					
Scarpis of Kelson.....	<u>13</u>	<u>12</u>					

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.
Mainsprit.....		
Foremast.....	<u>of sufficient size and</u>	
Main Mast.....	<u>good in quality</u>	
Mizen Mast.....		

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp.....		
° Iron.....	<u>220</u>	
Lawser.....	<u>40</u>	
owlines.....	<u>120</u>	<u>6</u>
st Warp.....	<u>5</u>	
nd D°.....	<u>4</u>	

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

Sails.

N°.		N°.
<u>2</u>	Fore Topmast Stay Sails.....	
<u>2</u>	Fore Sail.....	
<u>2</u>	Fore Topsails.....	
<u>2</u>	Main Sails.....	
<u>3</u>	Main Top Sails.....	
	And is generally well found in other sails.	

Anchors.

N°.	
<u>3</u>	Bower
<u>1</u>	Stream <u>15 lb</u>
<u>3</u>	Kedge

Boats.

Number and Description.
<u>Long Boat</u>
<u>Pinnace</u>
<u>Sally Boat</u>

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

Owner's Name _____

Nautical Surveyor's Name _____



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1153 Len

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

When seen appear tolerably firm but wet-

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

In tolerable condition when seen aloft
Decks in tolerable condition

Fastenings.

If Sheathed,
Doubled, or
Felted.

Copper - 6000 lbs at the end of Pelt 1831 Marine Metal 1833 -
Standard on alternate Hold Beams - 5 Breast Hook
2 Punters & Transom Knives - 2 Cutches

Repairs.

Has had large repairs at various times viz New Bottom of
damages repaired 1819 - Rained & large repairs in 1824 & 1826
New Wales Cartrails 1830 or 1831 New Wales Starboard Side 1831
Port new Bow Starboard Side 1834 & 2 Cutches -

General Observations
and Opinion as
required by the
Instructions.

The Marine Metal on this vessel is whole but when
checked was extremely foul having Barnacles upon
it 1/2 diameter - Notwithstanding the age of this
Vessel there is still a firmness about her internal
appearance - which with the repairs she has received in
the course of the last few years induces me to believe
that she is yet capable of carrying a cargo not
likely to lead damage to any part of the world -
Should be classed E

George Bayley

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

Committee Minute

19 February 1835

Character assigned

F, 1
M, 3

Caster & Bonus



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