

No. 1385 Survey held at London Date April 30 1835  
on the Bark Sean Graham Master J. C. Warren  
Tonnage 262 Built at Chepstow When built 1831  
By whom built Davis Owners J. Irving & Co.  
Port belonging to Bristol Destined Voyage Singapore  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	13		
Floors..... sided	10 1/2	Moulded 12	
1 <sup>st</sup> Foothooks.....	10	"	
2 <sup>nd</sup> Ditto.....	8 1/2	"	7 1/2
3 <sup>rd</sup> Ditto.....	"	"	"
Top Timbers.....	8	"	7
Deck Beams.....	10 1/2	"	9
Hold Beams.....	11	"	10 1/2
Keel.....	"	"	"
Kelsons.....	13 1/2	"	17

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....	3	Bilge Planks.....	4
Bilge to Wales.....		Ceiling in Flat.....	2 1/2
Wales.....	5	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	3	Hold Beam Clamps.....	3 1/4
Sheer Strakes.....		Deck Beam Ditto.....	3
Plank Sheers.....	4	Ceiling 'twixt Decks.....	2
Water-ways.....	5	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam ditto.....	
Lower Deck Waterways.....	6		

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are not free from all defects. (Except Stem Post & Transoms)

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of Do

Her Shifts of the first and second Foothooks are not less than ..... N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are .....

The Frame is well squared from the first Foothook Heads upwards, and ..... free from sap, and from thence downwards, the frame is the same

The alternate Frames are ..... bolted together. Framed every 3<sup>rd</sup> Timber

The Butts of the Timbers are ..... close together; their thickness not less than ..... of the entire moulding at that place.

The Frame is ..... chocked with ..... Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of .....

The Scarphs of the Kelsons are not less than ..... feet ..... inches. covered over in part. appears to be b' feet

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of .....

From the first Foothook Heads to the Light Water Mark of .....

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

The Topsides of Do

The Sheer-strakes of Do

The Gunwales of Do Water-ways of Do

The Shifts of the Planking are not less than generally 5-6 N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. (generally 3 between)

Planking Inside.—The Clamps are composed of English Oak the Stringers of .....

The Bilge Planks of Do and the remainder of the Ceiling of Do

Fastenings.—To Hold Beams Iron Staple Lashing Knees. Staple Standard to alternate Beam

Deck Beams 2 broad Lashing knees sided b'ches

Number of Breasthooks 6 No Pointers No Crutches .....

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship good

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

Builder's Name .....

Surveyor's Name George Bayley



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Lloyd's Register Foundation



1385 Son

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
3	Fore Sails,	203	Chain .....		2	Bower,
3	Fore Top Sails,	80	Hempen Stream Cable.....	7	1	Stream,
3	Fore Topmast Stay Sails,	80	Hawser ... <u>1/2 lines</u> .....	7	1	Kedge,
3	Main Sails,		Towlines .....			All of proper weight.
3	Main Top Sails,		Warp .....			
			All of <u>good</u> quality.			

and two of each in very good condition - one bit well worn.

Her Standing and Running Rigging is good sufficient in size and good in quality.

She has one Long Boat and Two Quarter Boats

The present state of the Windlass is good Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Transom and Counter Timbers close up to Light & Knee at each end - Large Deadwood or Stern Knee, but no pointers cut out or Transom Knee - Two of the Transoms and the False Post have a suspicious appearance ~~and~~ left with recommending further attention and additional fastening abaft.

4 Stakes of Ceiling under the Lower Deck Plank are brought Top & Butt, & Hooked together which adds <sup>longitudinal</sup> much to the strength of the ship in that part.

There is no present appearance of breakings or straining - the work is generally performed in the best manner. - Lower Deck Transoms lays upon the Hulls of the Counter Timbers & is knee'd at each end - Until I am satisfied as to the nature and extent of the decay in the Transoms I must respectfully decline offering any opinion as to the period she ought to stand on the first days.

May 2<sup>nd</sup> I have ascertained that the False or Inner Post is decayed from the 3<sup>rd</sup> Transom upwards - That at present the Transoms are unaffected - The Owner declines going into the repair at the present time, but declares it to be his intention to do whatever is necessary both in repairs and additional fastenings on his return. - George Bayley

If Sheathed, Doubled, or Felted, Coppered  
and Date when last done March 1834

And I am of opinion this Vessel should be Class'd A without any period being assigned until a reasonable time after her arrival from the present voyage.

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

Committee Minute 14 May 1835

Character assigned A 1<sup>st</sup> for 70 Years

Conditionally as P. Comm. Min. The Owner to engage by letter to do the needed repairs on the return of the vessel from her present voyage.

See Comm. Min 2 June 1835 Mr Swings letter dated the 1<sup>st</sup> June was Read & admitted.

Refer to the Comm. Min 2 May 1835  
Consensus with the 14 May 1835