

No. 409 Survey held at Sandon Date 11<sup>th</sup> May 1835  
 on the Brig Spring Master J<sup>r</sup> Singham  
 Tonnage 90 Built at Whitby When built 1807  
 By whom built \_\_\_\_\_ Owners T<sup>r</sup> Pembitt & Co  
 Port belonging to Sandon Destined Voyage Coastways  
 If Surveyed Afloat or in Dry Dock in the Ways

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

#### Scantlings of Timber.

Timber and Space.....	each	Inches.	Inches Middle	Inches Ends
Floors.....	sided	<u>9<math>\frac{1}{2}</math></u>	Moulded	<u>9<math>\frac{1}{2}</math></u>
1 <sup>st</sup> Foothooks.....	"	<u>8</u>	"	"
2 <sup>nd</sup> Ditto.....	"	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"	"
Top Timbers.....	"	"	"	"
Deck Beams.....	"	<u>8<math>\frac{1}{2}</math></u>	"	<u>8</u>
Hold Beams.....	"	<u>8<math>\frac{1}{2}</math></u>	"	<u>8</u>
Keel.....	"	"	"	"
Kelsons.....	"	<u>12</u>	"	<u>13</u>
<u>Rider</u>		<u>9</u>		<u>10</u>

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>2<math>\frac{1}{2}</math></u>
Bilge Planks.....		Bilge Planks.....	<u>3</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2</u>
Wales.....		Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....		Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....		Deck Beam Ditto.....	<u>2<math>\frac{1}{2}</math></u>
Plank Sheers.....		Ceiling 'twixt Decks.....	
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>2<math>\frac{1}{2}</math></u>	Deck Beam ditto.....	

#### 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.....					
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are \_\_\_\_\_ free from all defects.

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

Her other Foothooks and Top Timbers of English Oak

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 \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together.

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 Oak and the False Kelson of Oak

The Scarphs of the Kelsons are not less than Four feet six inches.

The Deck and Hold Beams are composed of Oak

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

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

From the Light Water Mark to the Wales of English & Foreign Oak

The Wales and Black-strakes are of English & Foreign Oak

The Topsides of Foreign Oak

The Sheer-strakes of Foreign Oak

The Gunwales of Foreign Oak

Water-ways of Foreign Oak

The Shifts of the Planking are not less than Three feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. General

**Planking Inside.**—The Clamps are composed of Oak the Stringers of \_\_\_\_\_

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

**Fastenings.**—To Hold Beams Double lodging oak knees

Deck Beams Double lodging oak knees & oak hanging knees

Number of Breasthooks Four Pointers \_\_\_\_\_ Crutches One aft

Butts End Bolts are of Iron in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron not bolted through and clenched.

General Quality of Workmanship Rough

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

Builder's Name \_\_\_\_\_

Surveyor's Name W Middleton



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1409 *Sen*

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> .	
2	Fore Sails,	160	Chain .....		2	Bower,
1	Fore Top Sails,		Hempen Stream Cable.....		1	Stream,
1	Fore Topmast Stay Sails,		Hawser .....		1	Kedge,
1	Main Sails,	90	Towlines .....	5		All of proper weight.
2	Main Top Sails,	120	Warp .....	3 1/2		
	and a sufficient number of small sails		All of <u>good</u> quality.			

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

She has One Long Boat and

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

### General Remarks—Statement and Date of Repairs.

*This vessel had new topsides, paint strake, new new decks, & covering boards,  
In 1834, new stern, rudder, Windlass & bits  
At the present time caulked from the keel to the gunwale;  
The outside planking & decks appear in very fair condition, but  
the ceiling, breastwork & fastenings generally, are much impaired  
from age, and I consider only fit for the conveyance of cargoes  
not in their nature liable to sea damage*

If Sheathed, Doubled, or Felted, Single

and Date when last done

And I am of opinion this Vessel should be Classed "E. 1"

The Amount of the Fee.....£ ~ : 10: 6 is received by me,

*W. Middleton*

Committee Minute 15 May 1835

Character assigned E. 1

*W. H. L. R.*



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