

No. 1438 Survey held at London Date 23 May 1835 1438  
on the Ship Resolution Master Gardner  
Tonnage 392 Built at Exmouth When built 1800  
By whom built \_\_\_\_\_ Owners A Donnell  
Port belonging to London Destined Voyage Zurbee  
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. Middle.	Inches. Ends.
Timber and Space..... each			
Floors..... sided		Moulded	
1 <sup>st</sup> Foothooks..... "		"	
2 <sup>nd</sup> Ditto..... "		"	
3 <sup>rd</sup> Ditto..... "		"	
Top Timbers..... "		"	
Deck Beams..... "	<u>10</u>	<u>9</u>	
Hold Beams..... "	<u>13</u>	<u>11</u>	
Keel..... "		"	
Kelsons..... "	<u>13</u>	<u>16</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks..... <u>4</u>	<u>4</u>
Bilge to Wales.....		Ceiling in Flat.....	
Wales.....		Ditto Bilge to Clamp.....	<u>3</u>
Topsides.....		Hold Beam Clamps..... <u>2</u>	<u>3 1/2</u>
Sheer Strakes.....		Deck Beam Ditto..... <u>1</u>	<u>3</u>
Plank Sheers.....		Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>9</u>	Hold Beam <del>Sheer</del> <u>Waling</u> .....	<u>3</u>
Upper Deck.....	<u>3</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 <sup>o</sup> .		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 whole seen free from all defects. in fair condition  
Her Floors and first Foothooks are composed of Eng<sup>l</sup> Oak Timber.  
Her other Foothooks and Top Timbers of Do 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 whole seen squared from the first Foothook Heads upwards, and in fair condition 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 Eng<sup>l</sup> Oak and the False Kelson of the same

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

The Deck and Hold Beams are composed of Eng<sup>l</sup> 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 \_\_\_\_\_

The Wales and Black-strakes are of Mostly Eng<sup>l</sup> Oak

The Topsides of in Moulding Condition

The Sheer-strakes of \_\_\_\_\_

The Gunwales of \_\_\_\_\_ Water-ways of \_\_\_\_\_

The Shifts of the Planking are not less than 5 feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of Eng<sup>l</sup> Oak the Stringers of the same

The Bilge Planks of Eng<sup>l</sup> Oak and the remainder of the Ceiling of the same in different places

**Fastenings.**—To Hold Beams 2 Waling & Iron hanging knees

Deck Beams 2 Wood lashing in some parts & one Wood lashing & one Wood hanging

Number of Breasthooks 7 Pointers 4 Crutches 2

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Has Originally been very good

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

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

Surveyor's Name P. J. [Signature]



1438 *Lon*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> .	
<i>2</i>	Fore Sails,	<i>200</i>	Chain .....		<i>3</i>	Bower,
<i>2</i>	Fore Top Sails,	<i>100</i>	Hempen Stream Cable.....	<i>6 1/2</i>	<i>1</i>	Stream,
<i>2</i>	Fore Topmast Stay Sails,	<i>90</i>	Hawser .....	<i>5 1/2</i>	<i>1</i>	Kedge,
<i>1</i>	Main Sails,	<i>90</i>	Towlines .....	<i>5</i>		All of proper weight.
<i>2</i>	Main Top Sails,		Warp .....			
	and		All of <i>good</i> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and *good* in quality.She has *one* Long Boat *one* *Sheep* & *one* *olly Boat*The present state of the Windlass is *good* Capstan \_\_\_\_\_ and Rudder *good***General Remarks—Statement and Date of Repairs.**

*This Ship has Iron Riggers extending from the lower deck diagonally down to the keel the beam fastenings of upper lower deck horns on fore & beam & is well secured at bow & stern*

*Repairs**1825 New upper works & keel**1828 - Sundry general repairs**1833. Shipped bottom overhauled & sundry repairs completed & sheathed with wood & felt*If Sheathed, Doubled, or Felted, *Sheathed & felted*and Date when last done *1833*And *Sam* of opinion this Vessel should be Classed *F. 1*The Amount of the Fee.....£ *2 : 2 : 0* is received by me, *W.D.*Committee Minute *29 May* 183*5*Character assigned *F. 1*

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Lloyd's Register  
Foundation*Samuel*