

No. 1618 Survey held at London (Restoration) Date April 28 to July 1 1855
on the Ship Atlas Master Robert Hunt
Tonnage 412 Built at London When built 1820
By whom built Marwick Owners Chalmers Guthrie
Port belonging to London Destined Voyage _____
If Surveyed Afloat or in Dry Dock Dry Dock during the progress of the Repairs

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

Scantlings of Timber.

	each	Inches	Moulded	Inches Middle	Inches Ends
Timber and Space.....	13				
Floors.....	14 1/2 sided	13			
1 st Foothooks.....	"	11	"		
2 nd Ditto.....	"	10 1/2	"		
3 rd Ditto.....	"	9 1/2	"		
Top Timbers.....	9 1/2	8	"	5 1/2	
Deck Beams.....	"	9	"	8	
Hold Beams.....	"	13	"	12	
Keel.....	"		"		
Kelsons.....	"	14	"	14	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	4	Foot Waling.....	4
Bilge Planks.....		Bilge Planks.....	5
Bilge to Wales.....	4	Ceiling in Flat.....	4
Wales.....	5	Ditto Bilge to Clump.....	4
Topsides.....	3	Hold Beam Clamps.....	none
Sheer Strakes.....	4	Deck Beam Ditto.....	none
Plank Sheers.....	4	Ceiling 'twixt Decks.....	4
Water-ways.....	11	Hold Beam Shelves.....	7
Upper Deck.....	2 1/2	Deck Beam ditto.....	6 1/2
Lower Deck Waterway.....	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.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....				same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is at 3 Inches. The Space between the Top-timbers is at 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Santa Maria & Adriatic Oak and are apparently free from all defects.
Her Floors and first Foothooks are composed of Santa Maria & Adriatic Oak Timber. — Principally Sole
Her other Foothooks and Top Timbers of the same
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 shifts could not be accurately measured appear to be about 4.5 ft upwards
The rest of the Shifts of the Frame are _____
The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same
The alternate Frames are is bolted together.
The Butts of the Timbers are is close together; their thickness not less than _____ of the entire moulding at that place. generally
The Frame is partly chocked with is Butt at each end of the chock. it partly square heads
The Main Kelson is composed of Santa Maria and the False Kelson of is
The Scarphs of the Kelsons are not less than 5 feet is inches.
The Deck and Hold Beams are composed of Santa Maria

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Santa Maria
From the first Foothook Heads to the Light Water Mark of Santa Maria
From the Light Water Mark to the Wales of 2nd
The Wales and Black-strakes are of African and English Oak (New)
The Topsides of African Oak
The Sheer-strakes of African Oak
The Gunwales of African Oak Water-ways of Red Pine (New) & Santa Maria
The Shifts of the Planking are not less than 5 feet & 3 between 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 _____ the Stringers of Santa Maria
The Bilge Planks of Santa Maria and the remainder of the Ceiling of is

Fastenings.—To Hold Beams I Plate 4 feet long Shelf & Waterway securely bolted
Deck Beams Iron Hanging knee alternate beam Shelf. I Plate & Waterway as lower Deck
Number of Breasthooks 6 Pointers _____ Crutches 3 Transoms well. Keels
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 Very 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

1618 Ton

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. New Main Mast & Bowsprit

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain		3	Bower,
2	Fore Top Sails,	85	Hempen Stream Cable.....	9	1	Stream,
2	Fore Topmast Stay Sails,	85	Hawser	6	2	Kedge,
2	Main Sails,	85	Towlines	5		All of proper weight.
2	Main Top Sails,		Warp			
	and <u>the suit of old sails</u>		All of <u>good</u> quality.			

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

She has One Long Boat and Two Quarter Boats

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

General Remarks—Statement and Date of Repairs.

Repairs for Restoration at the present time—All the Sheathing stripped off the Bottom—The Bottom thoroughly examined and caulked—All new upper works from the 3rd Stake below the original Wale—Several Bow Timbers shifted together with such of the Top timbers as required it—New Plank sheers from the Poop forward—New upper Deck waterways all round excepting the after piece in the Cuddy which is perfectly sound—All the in and out Iron fastenings to both Decks renewed, A Plank out across the Transoms which are sound and in good condition—The ^{Stem} Hawse Timbers ^{and} Apron and Breast Hooks are sound and in good condition—The lower Deck waterway & Shelf are sound and in good condition as is the upper Deck Shelf also—Examined all the Beam ends of both Decks, Main Keelson, Floor Timbers and the Timbers of the Frame from the 1st Turtlock Head forward and found them sound and in good condition

Special for restoration
Classification

This ship is ^{constructed} built in a peculiar manner. The principal part of the heads and heels of the Timbers of the Frame are butted square upon each other and are supposed to be dowelled together. She is regularly trussed from ^{about} the 1st Head to the Upper Deck & has Stout Iron suspending plates ^{about} 6 feet apart extending from the Upper Deck to the Floor Heads placed in a reverse position to the Wood Trusses—All the Scuppers of the Shelf pieces are additionally secured by long Iron plates bolted through & clenched—The Timber Strake is bolted through every Floor with ^{the} bolts & clenched—There does not appear to have been any working upon the ^{fastenings at any former period} ~~wood sheathed~~ upper course better &oppered

If Sheathed, Doubled, or Felted,

and Date when last done July 1835

And We are of opinion this Vessel should be Classed 6 A1

The Amount of the Fee.....£ 5 : 5 : 0 is received by me, George Bayley

Committee Minute 31 July 1835

Character assigned Restored A 1 for 6 Years

The whole of the work is performed in the best manner, and all parts of the ship which we have been able to examine are sound & in good condition

Special 5.5.0 JP