

No. 1678 Survey held at London Date 20th Aug 1835
 on the My William Master Suffish
 Tonnage 134 Built at Cheslow When built 1821
 By whom built Buckle & Co Owners Suffish & Sons
 Port belonging to Fishguard Destined Voyage London
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....74 Feet. 11 Inches. Extreme Breadth20 Feet. 7 Inches. Depth of Hold12 Feet. 0 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space.....	<u>21</u>		
Floors.....	<u>11</u> sided		
1 st Foothooks.....	<u>8</u>		
2 nd Ditto.....			
3 rd Ditto.....			
Top Timbers.....			
Deck Beams.....	<u>9</u>	<u>8</u>	
Hold Beams.....	<u>10</u>	<u>10</u>	
Keel.....			
Kelsons.....	<u>12</u>	<u>1 1/2</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	<u>3 1/2</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2</u>
Wales.....		Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....		Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>4 1/2</u>	Hold Beam Shelves.....	-
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.....	<u>1 1/2</u>	Hold Beam.....	
Scarp of Keel.....	<u>Nº</u>	Butt End Bolts.....	<u>1 1/2</u>	Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....	<u>Now</u>				
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 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are shewn free from all defects.

Her Floors and first Foothooks are composed of English 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 well 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 English oak and the False Kelson of the same

The Scarphs of the Kelsons are not less than 5 feet _____ inches.

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 _____

The Wales and Black-strakes are of _____

The Topsides of _____

The Sheer-strakes of _____

The Gunwales of _____

Water-ways of _____

The Shifts of the Planking are not less than 4/5 N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. mostly 3 between

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

The Bilge Planks of English oak and the remainder of the Ceiling of the same

Fastenings.—To Hold Beams iron bracing stops

Deck Beams 2 iron bracing knees

Number of Breasthooks 5

Pointers _____

Crutches _____

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

Bilge and Footwaling copper bolted through and clenched.

General Quality of Workmanship has been good

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

Builder's Name _____

Surveyor's Name Portman



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1	2	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable.....	7-	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	5-	2	Kedge,
1	Main Sails,	100	Towlines	4	All of proper weight.	
2	Main Top Sails,		Warp			
and			All of	quality.		

Her Standing and Running Rigging is *not good will get new one.* sufficient in size and *good* in quality.

She has *One* Long Boat and

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

General Remarks—Statement and Date of Repairs.

This has been good hull before at first it is now generally sound both in Timbering & Plank when seen - but from frequently lying on the ground with cargo on board her bottom is up out of its original form but her sheer aloft is unaltered and the butts are generally close had worked little at the halibeam the master promises to put in Iron knees-

Repairs

- 1832 New Dock.*
- 1833. New keel & port new Rader Kelson the same then fastened with Iron being previously fastened with copper additional Iron bolts are driven in in various parts of the bottom*
- 1835) Port new to the ways off in*

If Sheathed, Doubled, or Felted,
and Date when last done

And *Am* of opinion this Vessel should be Classed *A*

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

Committee Minute *21 August* 1835

Character assigned *A, 1*
MS *SB*