

No. 1768 Survey held at London Date Sept 14th 1835
on the Ship Andromache Master Andrews
Tonnage 468 Built at Scarbro' When built 1828
By whom built Parrott Owners Jacob & Co
Port belonging to London Destined Voyage Bombay
If Surveyed Afloat or in Dry Dock Linekiln Dock

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..... <u>15</u> sided	<u>12</u>	<u>13</u>	<u>13</u>
1 st Foothooks.....	<u>12</u>		
2 nd Ditto.....	<u>10</u>		
3 rd Ditto..... <u>row 2nd</u>	<u>10</u>		
Top Timbers.....	<u>10</u>		
Deck Beams.....	<u>10</u>		
Hold Beams.....	<u>12</u>		
Keel.....	<u>14</u>		
Kelsons.....	<u>12</u>		

Thickness of Plank.

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

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 ^o .		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 0 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are apparently free from all defects. main

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 not squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is the same

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 Stettin Oak and the False Kelson of Do

The Scarphs of the Kelsons are not less than 5 feet inches. Riding Kelson 14 ft 7

The Deck and Hold Beams are composed of English & African Oak

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

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

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of Do

The Topsides of Do

The Sheer-strakes of African Oak

The Gunwales of Do Water-ways of Do

The Shifts of the Planking are not less than 6 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought Two between.

Planking Inside.—The Clamps are composed of Oak & African the Stringers of Do

The Bilge Planks of African Santa Maria and the remainder of the Ceiling of Santa Maria

Fastenings.—To Hold Beams Iron Hanging Knees alternate with Iron Deck Standard on remaining Beams

Deck Beams Platte Lodging Knees & Shells

Number of Breasthooks 6 Pointers 2 Crutches Transom Knees

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

Bilge and Footwaling not 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

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

1768 *Lon*

New Foremast

Main Mast new last voyage

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
3	Fore Sails,	215	Chain		3
3	Fore Top Sails,	80	Hemp Stream Cable..	7 3/4	1
3	Fore Topmast Stay Sails,	120	Hawser	7	2
3	Main Sails,	120	Towlines	5	
3	Main Top Sails,		Warp		
and <i>well found in the sail</i>			All of <u>good</u> quality.		

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

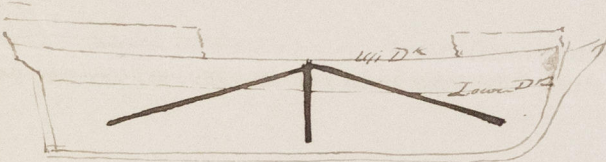
She has One Long Boat and 2 Quarter Boats

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

Riding Cocks Symples Patent *Pumps good*

General Remarks—Statement and Date of Repairs.

*At the present time Caulked from the keel upwards—
Several pieces put into the ^{stow} Quarters—(Timber good)
and generally overhauled—*



*This keel is secured with Long Iron suspension
plates as above— The Up D^{rs} Beams are secured to
the edge of the shelf with 2 plates as per Margin—
The whole appearance is very firm and in good
condition is described to be throughout the frame
at English Gate— which appears to be correct.*

George Bayley

If Sheathed, Doubled, or Felted, Coppered

and Date when last done Sept 1835

And Sam of opinion this Vessel should be Classed MA1 *George Bayley*

The Amount of the Fee.....£ 2: 2: is received by me, *Sam*

10 Certificate

Committee Minute 22 Sept 1835

Character assigned A 1 for 10 Years

Sam *Sam*

Cum gratia 15 Oct 1835
Vol raised 10 A



Lloyd's Register
Foundation