

No. 1799 Survey held at London Date Sept 19 1835 1799
301 on the Ship London Master Arman
Tonnage 440⁶⁴/₉₂ Built at London When built 1813
By whom built P. Mestier Owners Rutherford & Co
Port belonging to London Destined Voyage Jamaica
If Surveyed Afloat or in Dry Dock Dry Dock during repairs

Length aloft..... Feet. Inches. 117 1 Extreme Breadth Feet. Inches. 20 2 Depth of Hold Feet. Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	13		
Floors..... 12 ¹ / ₂ sided	12	Moulded	13
1 st Foothooks.....	11	"	9 ¹ / ₂
2 nd Ditto.....	10 ¹ / ₂	"	9 ¹ / ₂
3 rd Ditto.....	10	"	8
Top Timbers.....	9	"	5 ³ / ₄
Deck Beams.....	8 ¹ / ₂	"	6 ¹ / ₂
Hold Beams.....	13	"	18 ¹ / ₂
Keel.....	14	"	
Kelsons.....	12 ¹ / ₂	"	19

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	
Bilge Planks.....	4	Bilge Planks.....	3 ⁴ / ₈
Bilge to Wales.....	3	Ceiling in Flat.....	2 ¹ / ₂
Wales.....	5	Ditto Bilge to Clamp.....	2 ¹ / ₂
Topsides.....	3	Hold Beam Clamps.....	3 ² / ₈
Sheer Strakes.....	4	Deck Beam Ditto.....	3
Plank Sheers.....	4	Ceiling 'twixt Decks.....	2 ¹ / ₂
Water-ways.....	4	Hold Beam Shelves.....	4
Upper Deck.....	3	Deck Beam ditto.....	4
Lower Deck.....	4	shown Dk Clamps.....	4
Hold Bk Dk.....	12	shown Dk Spiketting.....	3

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 ¹ / ₂	Bolts thro' the Bilge and Foot Waling.....	3 ⁴ / ₈	Hold Beam.....	1 ¹ / ₄
Scarpns of Keel..... N ^o . 8	13 ¹ / ₈	Butt End Bolts.....	3 ¹ / ₄	Deck Beam.....	1 ¹ / ₈
Floor Timber Bolts.....	13 ¹ / ₈	Lower Pintle of the Rudder.....	3		
Kelson ditto.....	11 ¹ / ₂				
Transoms and throats of Hooks.....	1 ¹ / ₄				
Arms of Hooks.....	1 ¹ / ₈				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1¹/₂ Inches. The Space between the Top-timbers is 3.4 + 5 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 14

Her Shifts of the first and second Foothooks are not less than 5 feet 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 nearly free from sap, and from thence downwards, the frame is the same

The alternate Frames are bolted together to the top height

The Butts of the Timbers are close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is chocked with 2 in Butt at each end of the chock.

The Main Kelson is composed of English & African and the False Kelson of

The Scarphs of the Kelsons are not less than 5 feet 6 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 Shu & Pacific Oak

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

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of African Oak

The Topsides of Do

The Sheer-strakes of Do

The Gunwales of Do Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet 6 Inches. 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 English Oak the Stringers of the Planking is wrought three between outside

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

Fastenings.—To Hold Beams 2 yood hodging knees Iron Bang Stands on abt alternate Beams. Staple Stands on way alternate Beam from the cleat at least aft. x

Deck Beams One 5 in wood hodging knee shown Bang Stands. Staple Stands alternate Beam

Number of Breasthooks 9 1/4 Pauls Kings Pointers 20 Crutches 2 Transoms Knees

Butts End Bolts are of Copied 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



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1799 *Ken*

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

Main Mast Fished

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
3	Fore Sails,	230	Chain		3	Bower
3	Fore Top Sails,	60	Hempen Stream Cable.....		1	Stream,
3	Fore Topmast Stay Sails,	120	Hawser		3	Kedge,
3	Main Sails,	120	Towlines			All of proper weight.
3	Main Top Sails,		Warp			
and	<i>well fished in the sails</i>		All of	<i>good</i>	quality.	

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

She has Long Boat and

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

Tyacks Patent.

2 Bilge & 2 Main Lumps
good

General Remarks—Statement and Date of Repairs.

Is described to have had large repairs - New Decks & Masts in 1826 - Has evidently had entire new upper works within that time -

*2 main Mastheads
replaced?*

*At the present time in consequence of Damage - Part New -
Kil & Keelson 15 Floors. 6 wood knees. Staple Stairs and
1 one beam shifted - 2 Pair of additional Takings put
in forward - several Bolts shifted and additional fastenings
introduced forward to secure the woodings. & thoroughly caulked*

*Has been completely overhauled had new Cathens, Mastheads
& Breast Hook, and the Bowsprit.*

** The Floor Timbers and knees are secondhand English Oak, of good
quality from the ^{last} ~~last~~ ^{last} 1300 Ton ship worked then full size -*

*This ship has been originally a well built ship -
Is now in a complete and efficient state of repair -
The timbers when seen during the repair are sound
and in good condition - Her Transoms, Breasthooks
Deckfastenings, Decks Waterways, Plank sheers Comings,
Topsides, Masts & Bottom are all in good and efficient
condition*

If Sheathed, Doubled, or Felted, *wood sheathed Felted Copper*

and Date when last done *Sept 1835*

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

George Bayley

The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

Committee Minute *29 Sept* 1835

Character assigned *A. 1*

GM *AB*

Southampton



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