

No. 1835 Survey held at Londow Date October 8th 1835
on the Brig Neptune Master Warnton
Tonnage 211 1/4 Built at Stockton When built August 1835
By whom built Markham Owners Saving
Port belonging to Stockton Destined Voyage Stockton
If Surveyed Afloat or in Dry Dock On the Ways

Length aloft.....80 10 Feet. Inches. Extreme Breadth25 1 Feet. Inches. Depth of Hold15 4 Feet. Inches.

Scantlings of Timber.

Thickness of Plank.

	Inches			Outside.		Inside.	
	Timber and Space	Feet	Inches	Keel to Bilge	Inches	Foot Waling	Inches
Floors.....	sided	11	Moulded	Bilge Planks	4	Bilge Planks	3
1 st Foothooks.....	9 1/2	9	"	Bilge to Wales	3	Ceiling in Flat	2 1/2
2 nd Ditto.....	"	"	"	Wales	4	Ditto Bilge to Clamp	2 1/2
3 rd Ditto.....	"	"	"	Topsides	2 1/2	Hold Beam Clamps	4 1/2
Top Timbers.....	"	"	"	Sheer Strakes	3	Deck Beam Ditto	3
Deck Beams.....	"	9	"	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/4
Hold Beams.....	"	11	"	Water-ways	4	Hold Beam Shelves	"
Keel.....	"	11	"	Upper Deck	3	Deck Beam ditto	"
Kelsons.....	"	11	"	Lower 8 th Waterway	4		

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0-6 1/2 Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak apparently and are not free from all defects. being mainly happy
Her Floors and first Foothooks are composed of English Oak Timber.
Her other Foothooks and Top Timbers of _____
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 _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is fairly squared as seen in the Limbers the only part that could be secured all
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 American Oak and the False Kelson of Do
The Scarpns of the Kelsons are not less than 5 feet 6 inches.
The Deck and Hold Beams are composed of English and Foreign Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm
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 length
The Shifts of the Planking are not less than 4 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. is generally more than 1 ft not often exceeding 5 feet
The Planking is wrought Two between.

Planking Inside.—The Clamps are composed of American Oak the Stringers of _____
The Bilge Planks of Do and the remainder of the Ceiling of Do Shifts between 4 1/2 feet

Fastenings.—To Hold Beams 2 1/2 wood drying knees 2 Oak
Deck Beams 2.5 wood drying knees and an Iron Hanging knee to alternate Beams
Number of Breasthooks 4 Pointers _____ Crutches Transom knee
Butts End Bolts are of Iron 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 Fair

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

Builder's Name

Surveyor's Name



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Lloyd's Register Foundation

5410-865-0143

1835 *Lon*

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
<i>2</i>	Fore Sails,	<i>60</i>	<i>Stream Chain</i>	<i>1 1/2</i>	<i>3</i>	Bower,
<i>2</i>	Fore Top Sails,	<i>140</i>	Chain	<i>1 1/2</i>	<i>1</i>	Stream,
<i>1</i>	Fore Topmast Stay Sails,	<i>70</i>	Hempen Stream Cable.....	<i>5 1/2</i>	<i>1</i>	Kedge,
<i>1</i>	Main Sails, <i>41 Drysail</i>	<i>75</i>	Hawser	<i>4</i>		All of proper weight.
<i>2</i>	Main Top Sails,	<i>70</i>	Towlines			
	and <i>well found in these sails</i>		Warp			
			All of <i>good</i> quality. <i>new</i>			

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

She has *One* Long Boat and *Solly Boat*

The present state of the Windlass is *good* Capstan *new* and Rudder *good* *2 down pumps*
1 Rising Chock

General Remarks—Statement and Date of Repairs.

The Ceiling is of indifferent quality in some places (*stained*).
The workmanship is rough generally and the Butts outside badly arranged— She has the appearance of being strongly framed and is well secured in the middle line with a Keelson & Rider. No part of the Frame being visible excepting in the Limbers I cannot offer any decided opinion as to its quality in other parts.

The charter states that the Surveyor at Lockton saw the vessel during the whole progress of building, it does not appear that any report of her has yet arrived at the office— In the absence of such information I assume that she comes under the operation of the rule which directs that one year shall be deducted from all vessels not surveyed during building

George Bayley

If Sheathed, Doubled, or Felted, *Single*
and Date when last done _____

And *I am* of opinion this Vessel should be Classed *1A* as surveyed during Building *George Bayley*

The Amount of the Fee.....£ *3 3* is received by me, *J Bayley*

Committee Minute *3 Nov^r* 1835

Character assigned *A 1 for 7 Years*

App^d *J Bayley*



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Engineer of Surveyor at Lockton for Report
13000