

No. 1906 Survey held at London Date October 29 1835 1906
 on the Ship David Scott Master late Green
 Tonnage 773 Built at Bombay When built 1801
 By whom built _____ Owners Gilmour & Co
 Port belonging to London Destined Voyage Bengal
 If Surveyed Afloat or in Dry Dock Dry Dock & Afloat

Scantlings of Timber.				Thickness of Plank.				
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length aloft.....			Extreme Breadth			Depth of Hold		
Timber and Space..... each	13					Keel to Bilge		
Floors..... sided	13		Moulded			Bilge Planks		
1st Foothooks.....	12					Bilge to Wales		
2nd Ditto.....						Wales		
3rd Ditto.....	10		8 1/2			Topsides	3	
Top Timbers						Sheer Strakes		
Deck Beams	11		8			Plank Sheers.....	3	
Lower Deck Beams	12		12			Water-ways	9	
Hold Beams	15		13			Upper Deck	3	
Keel						Lower Deck	3	
Kelsons	15		14			Do Main	4	
						Bilge Waterway	5	

Copper.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft <u>etc.</u>	Bolts thro' the Bilge and Foot Waling... <u>C.</u>	Hold Beam.....
Scarphs of Keel..... <u>N.</u>	Butt End Bolts	Deck Beam
Floor Timber Bolts.....	Lower Pintle of the Rudder	
Kelson ditto..... <u>etc.</u>		
Transoms and throats of Hooks <u>C. & L.</u>		
Arms of Hooks		same in Iron above the Copper

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is 3 1/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Teak and are free from all defects.

Her Floors and first Foothooks are composed of Teak Timber.

Her other Foothooks and Top Timbers of etc.

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 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 Teak and the False Kelson of _____

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

The Deck and Hold Beams are composed of Teak

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 Teak

The Topsides of Teak

The Sheer-strakes of Teak

The Gunwales of etc. Water-ways of etc.

The Shifts of the Planking are not less than 6 1/2 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 _____ between, the Stringers of etc.

Planking Inside.—The Clamps are composed of Teak

The Bilge Planks of Teak and the remainder of the Ceiling of Teak filled in with Fir

Fastenings.—To Hold Beams 1.8 inch wood hogging knees with hanging & daggel knee alternately & iron hanging studs and every beam

Deck Beams 1 1/2 inch with 1 1/2 inch or daggel knee. Iron hanging studs and every beam. Lower Deck 2.8 inch with 1 1/2 inch alternate

Number of Breasthooks 0 Printers false transoms 1 Crutches 3 transoms fixed counter.

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 Good, but rough

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

Builder's Name _____
 Surveyor's Name George Bayley

1966 *Lon*

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	330	Chain		3	Bower,
2	Fore Top Sails,		Hempen Stream Cable.....		1	Stream,
2	Fore Topmast Stay Sails,	180	Hawser	1	1	Kedge,
2	Main Sails,	120	Towlines	5		All of proper weight.
2	Main Top Sails,		Warp			
	and <i>well found in other sails</i>		All of <u>good</u> quality.			<i>Wants Stream One said to be ordered</i>

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

She has One Long Boat and Two Quarter Boats

The present state of the Windlass is as Capstan good and Rudder good *Phillips Patent.* 4 chain & 2 Bilge Pumps

General Remarks—Statement and Date of Repairs.

upper
Is stated to have had new ^{upper} Decks in 1824 —
Doubled in 1833 — The Doubling is ~~fastened~~ ^{fastened} with Copper Bolts and
Ironails it is stated that at this period as much of the iron
fastening as could be got out, was removed and replaced
with Copper & Ironails — This appears to have been the case.
In 1834 is stated to have had new Topsides at Sydney,
At the present time has been Docked, Copper examined and
repaired when necessary —

There are no appearances of working or straining in
any part of this ship — and she is as far as can be seen
sound in all parts excepting the Lower Breasthook, which is
injured by the white ant — Her Beam Ends, Keels, Waterway,
Decks, Deck fastenings, Topsides, Transoms, Breast Hooks with the
above exception are all in good and efficient condition & she
is still in my opinion fit for the conveyance of dry
and perishable cargoes —

If Sheathed, Doubled, or Felted, Doubled. W. L. Hoppered
and Date when last done 1833

And Lam of opinion this Vessel should be Classed A. 1 *George Bayley*

The Amount of the Fee.....£ 3 : 3 : — is received by me,

Committee Minute 30 October 1835

Character assigned A. 1 *W. L. Hoppered*



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