

No. 1918 Survey held at London Date November 4 1835
on the Brig Hancock Master Morgan
Tonnage 274⁶⁴/₉₄ Built at Sunderland When built 1813
By whom built Heward Owners Phillips
Port belonging to London Destined Voyage Rio Janeiro
If Surveyed Afloat or in Dry Dock Dry Dock during repair

Length 76 Feet. 11 Inches. Extreme Breadth 26 Feet. 4 Inches. Depth of Hold 17 Feet. 1 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>11 1/2</u>		
Floors..... sided	<u>12 1/2</u>	Moulded	<u>12 1/2</u>
1 st Foothooks..... "		"	
2 nd Ditto..... "		"	
3 rd Ditto..... "		"	
Top Timbers..... "		"	
Deck Beams..... "	<u>10</u>	"	<u>9</u>
Hold Beams..... "	<u>11 1/2</u>	"	<u>10 1/2</u>
Keel..... "		"	
Kelsons..... "	<u>12</u>	"	<u>14</u>
<u>Riding On</u>	<u>14</u>		<u>14</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>5</u>	Foot Waling <u>English Oak</u>	<u>5</u>
Bilge Planks.....		Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>3 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	<u>4</u>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	
<u>Lower Deck W'way</u>	<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.....	
Scarp of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

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

Her Floors and first Foothooks are composed of Oak (apparently English) 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.

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 African Oak and the False Kelson of Dautzie Fir.

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

The Deck and Hold Beams are composed of 2 Oak + African Oak.

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

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

From the Light Water Mark to the Wales of Oak + African.

The Wales and Black-strakes are of African Oak.

The Topsides of Dautzie Fir.

The Sheer-strakes of African Oak.

The Gunwales of Oak Water-ways of English Oak.

The Shifts of the Planking are not less than 5 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 Two between.

Planking Inside.—The Clamps are composed of Oak.

The Bilge Planks of Oak and the remainder of the Ceiling of Oak.

Fastenings.—To Hold Beams 2 1/2 inch Wood Logging Knives of Iron Hanging Standard.

Deck Beams 2 1/2 inch Wood Logging Knives and Iron Hanging Standard.

Number of Breasthooks 5 2 Pointers _____ 1 Crutches 2 Iron Knives.

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

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Very Fair.

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

Builder's Name _____

Surveyor's Name George Bayley



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1918 *Lon*
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 .	
<i>2</i>	Fore Sails,	<i>300</i>	<i>Stream Chain</i>	<i>1 1/2</i>	<i>4</i>	Bower,
<i>2</i>	Fore Top Sails,	<i>80</i>	Chain	<i>1 1/2</i>	<i>1</i>	Stream,
<i>2</i>	Fore Topmast Stay Sails,	<i>100</i>	Hempen Stream Cable <i>renewed</i> ..	<i>1 1/2</i>	<i>2</i>	Kedge,
<i>2</i>	Main Sails,	<i>80</i>	Hawser	<i>5 1/2</i>		All of proper weight.
<i>2</i>	Main Top Sails,		Towlines			
	and <i>renewed in the sails</i>		Warp			
			All of <i>good</i> quality.			

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 *ee* and Rudder *good* *Wood Pump (Chamber)*
2 Kidding Chocks

General Remarks—Statement and Date of Repairs.

Has evidently received large repairs since her first build.
It is stated that in 1828—she had new kepper works—
In 1829^{December} New braces, upper course of the Bottom and the
Quarters shifted—New Decks, Waterways & Plank sheers—
At some period she has had new keelson and several
Floors shifted—(supposed to be 1830) in consequence of damage.
At the present time has had new side stem timbers
& the middle stem timbers scarphed & the stern rebuilt
in consequence of damage—New Breast Hook, Pel
Bitt Beam, & Main Hatch Beam, Wood sheathing
spiled renailed and caulked—& caulked from the upper
up—

There not being any air openings no dimensions of the frame
timbers could be obtained—The general appearance is
very firm and good—no ~~app~~ indications of decay could
be discovered in any part—Her Decks, Deck fastenings, Waterways,
Topside braces & Bottom, Breasthook Apron and Transoms are
all in good condition

If Sheathed, Doubled, or Felted, *Wood sheathing, Felted & Coppered*

and Date when last done *WS & FF March 1832. Coppered Nov. 1835*

And *Lane* of opinion this Vessel should be Classed *E1*

The Amount of the Fee.....£ *1 : 1 :* is received by me, *George Bayley*

Committee Minute *16 November* 183*5*

Character assigned *A1*



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