

No. 1928 Survey held at LondonDate Oct 10 1835on the Brick James LaingMaster GedneyTonnage 418 Built at StocktonWhen built 1818

By whom built

Owners Tomlin & CoPort belonging to LondonDestined Voyage SydneyIf Surveyed Afloat or in Dry Dock On the ways

Length aloft.....		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
Scantlings of Timber.				Thickness of Plank.							
				Outside.				Inside.			
				Inches.				Inches.			
Timber and Space.....	each	13				Keel to Bilge		Foot Waling.....			
Floors.....	sided	14	Moulded	15		Bilge Planks	3	Bilge Planks	4		
1 st Foothooks.....						Bilge to Wales	4	Ceiling in Flat	4 3		
2 nd Ditto.....						Wales	6	Ditto Bilge to Clamp	4 3		
3 rd Ditto.....						Topsides	3 8	Hold Beam Clamps	4		
Top Timbers		10 9 8 1/2		6 1/2		Sheer Strakes	4 2	Deck Beam Ditto.....	4		
Deck Beams		10		9		Plank Sheers.....	4	Ceiling 'twixt Decks	2 1/2		
Hold Beams		12		12 1/2		Water-ways	10	Hold Beam Shelves			
Keel						Upper Deck	3	Deck Beam ditto	1		
Kelsons		14 1/2		13		Lower Dk	2				
Riding Dk		6		13		Ditto	5				
Size of Bolts in Fastenings.											
Copper.				Copper.				Iron.			
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling.....				Hold Beam.....			
Scarp of Keel.....				Butt End Bolts				Deck Beam			
Floor Timber Bolts.....				Lower Pintle of the Rudder				same in Iron above the Copper			
Kelson ditto.....											
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 2 + 3 Inches. 4 The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Oak and are — free from all defects, as far as can now be seen. Her Floors and first Foothooks are composed of Oak Timber. apparently English. 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 fairly 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 Oak and the False Kelson of do.The Scarphs of the Kelsons are not less than 5 feet 6 inches. Riding Kelson bolted through alternate floors.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 —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 English and African Oak.The Topsides of Painted Oak.The Sheer-strakes of Painted Oak.The Gunwales of do.Water-ways of Painted Oak.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 2 + 3 between, irregularly the Stringers of do.**Planking Inside.**—The Clamps are composed of Oak.The Bilge Planks of Oak and the remainder of the Ceiling of Oak shifted 2 between 4 1/2 Scarph.**Fastenings.**—To Hold Beams 2 1/2 boarding knees standard above and below every beam 2 of the midship beam have 2 standard at each end.Deck Beams 2 5/8 boarding knees & 1 1/2 knees.Number of Breasthooks 5 2 Pair Pointers Boarding.Crutches 4 transom knees.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 Fair.

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

Builder's Name —Surveyor's Name George Bayley

1928 *Low*

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

She has **SAILS.**

CABLES, &c.

ANCHORS.

N^o.
2 Fore Sails,
3 Fore Top Sails,
2 Fore Topmast Stay Sails,
2 Main Sails,
3 Main Top Sails,
 and *well found in other sails*

Fathoms.
90
210 Chain *Stream 7/8*
 Chain
 Hempen Stream Cable.....
 Hawser
120 Towlines *new*.....
 Warp
 All of _____ quality.

Inches.
15/16
 N^o.
3 Bower
1 Stream,
2 Kedge,
 All of proper weight.

*Captain J. J. J. engaged to procure
 a Stream Cable and another warp
 before sailing - 9th -*

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

She has *One* Long Boat and *two Quarter Boats*

The present state of the Windlass is *good* Capstan _____ and Rudder *good*
Scow Purchase *2 Main &*
2 Bilge Pumps

General Remarks—Statement and Date of Repairs.

In 1832 or beginning of 1833 - is described to have had new Topside Sheer Strake, Planksheers, Waterway, Upper Deck in the waste all the Upper Deck fastening renewed and some additional work put in at that time - It is evident that the ship has had repairs of this kind & to the above extent within a recent period.

At the present time Caulked from the Copper up - several planks shifted in the wales on each side and one plank in the Blackstrake on the Starboard side - The Lower Deck fastening *mostly* all renewed. 2 Hobs rebolts and the Copper repaired - several pieces put into the wales in various parts.

When opened the Timber ~~was~~ in good condition - The ~~Wale~~ appears to have been worked in two thicknesses to a considerable extent originally - and with a good deal of sap on the inside of the Planks. - In other respects she appears to have been a fairly built ship - at the present time the wales, Topside, Planksheers, Deckfastenings, Decks, Waterways, Breasthooks - Transoms, Housings and in an efficient condition for the conveyance of dry and perishable cargoes

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

and Date when last done *1832*

And *Law* of opinion this Vessel should be Classed *A.*

George Bayley

The Amount of the Fee.....£ 2: 2: 0 is received by me, *Nov 9th*

The Plate is let into the Beam in a satisfactory manner 9th Nov 10th 1835

Committee Minute *10 November 1835*

Character assigned *A, 1* (when the Beam is secured.)
APL
LLB

Toulmin & Co



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*Ats one of the Deck Beams are sprung and is
 a Lane - plate put to it - 9th -*