

No. 1934 Survey held at London Date Nov 6 1835 1934
on the Brig Defiance Master Vogey
Tonnage 1413 Built at St Shields When built 1827
By whom built James Laing Owners J. Crisp
Port belonging to London Destined Voyage Constantinople
If Surveyed Afloat or in Dry Dock On the way

Length aloft.....		Feet.	Inches.	Extreme Breadth		Feet.	Inches.	Depth of Hold		Feet.	Inches.
Scantlings of Timber.											
		Inches.		Inches.	Inches.					Inches.	
Timber and Space.....		each	9 1/4	Moulded	10	Outside.		Inside.			
Floors.....		sided	10		10	Keel to Bilge		Foot Waling.....			
1 st Foothooks.....		"	9		"	Bilge Planks		Bilge Planks		2 1/2	
2 nd Ditto.....		"	"		"	Bilge to Wales		Ceiling in Flat		2	
3 rd Ditto.....		"	"		"	Wales		Ditto Bilge to Clamp		3	
Top Timbers		"	7 1/2		4 1/2	Topsides		Hold Beam Clamps		3	
Deck Beams		"	8 1/2		8	Sheer Strakes		Deck Beam Ditto.....		3	
Hold Beams		"	11		10	Plank Sheers.....		Ceiling 'twixt Decks			
Keel		"	"		"	Water-ways		Hold Beam Shelves			
Kelsons		"	10		15	Upper Deck		Deck Beam ditto		3 1/2	
Rising Beams		"	10		4	Lower Deck Waling		Lumber Strakes		2 1/2	
Size of Bolts in Fastenings											

Copper.		Inches.	Size of Bolts in Fastenings.		Inches.	Iron.		Inches.
			Copper.					
Heel-Knee, and Dead Wood abaft			<i>appears to be</i> ?		<i>3/4</i>	Hold Beam.....		
Scarpsh of Keel.....N°.			Bolts thro' the Bilge and Foot Waling.....			Deck Beam		
Floor Timber Bolts.....			Butt End Bolts					
Kelson ditto..... <i>said to be</i>	<i>1 1/2</i>		Lower Pintle of the Rudder					
Transoms and throats of Hooks						same in Iron above the Copper	}	
Arms of Hooks	<i>7/8</i>							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 Inches. The Space between the Top-timbers is 2-3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are off 1/4 free from all defects.

Her Floors and first Foothooks are composed of _____ Timber. Described to be all of English Oak & appear to be so
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 fairly 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.

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

The Frame is said to be chocked with a Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of _____

The Scarpsh of the Kelsons are not less than 6 feet 6 inches. Bolted through every floor timber

The Deck and Hold Beams are composed of English & African Oak, well squared

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

From the first Foothook Heads to the Light Water Mark of _____ Described to be English & African Oak

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of African & English Oak

The Topsides of _____

The Sheer-strakes of _____

The Gunwales of _____ Water-ways of African & English Oak

The Shifts of the Planking are not less than 5 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 generally 3 between.

Planking Inside.—The Clamps are composed of African Oak the Stringers of African Oak

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

Fastenings.—To Hold Beams 2. 6 1/2 wood lodging knees

Deck Beams 2. 5 inch wood lodging knees & 1. 10 inch Haizing knee alternate beam

Number of Breasthooks 5 Pointers 12 Crutches Transom knee

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

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

Builder's Name _____

Surveyor's Name George Bayley

1934 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 .	
2	Fore Sails,	180	Chain	2	2	Bower, ✓
2	Fore Top Sails,	80	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	5	2	Kedge, ✓
2	Main Sails,	80	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	90	Warp	3		
	and <u>replaced in other sails</u>		All of <u>good</u> 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 — and Rudder good
Riding Chock Wood Pumps Chambered

General Remarks—Statement and Date of Repairs.

*At the present time copper repaired and the
keel caulking from the copper up over all*

*There is no movement to be discovered at the
Beam ends of this keel or the waterways. The keel is
throughout firm and in good condition. The frame
could only be seen in the timbers and at the air openings
under the upper deck clamps, in both these places the
timbers are ~~well~~ squared as described on the other side.
The copper is smooth and in good condition. I have
not been able to discover any thing to disprove the statement
of the owner as to the quality or squaring of the material, but
rather to confirm his statement. I am therefore inclined to recommend him
as per below*

If Sheathed, Doubled, or Felted, Coppered
and Date when last done Decr 1833

And Saw of opinion this Vessel should be Classed 11A1

The Amount of the Fee.....£ : 10:6 is received by me, George Bayley

Committee Minute 10 Nov ember 1835

Character assigned A 1 for 11 years
S.M. S.D.



© 20

Lloyd's Register
Foundation