

No. 1942 Survey held at London Date 4 November 1835 1942
 on the Brig Siber Master Candler
 Tonnage 777 Built at St. Yarmouth When built December 1830
 By whom built Casterton Owners J & A Stewart
 Port belonging to St. Yarmouth Destined Voyage Alexandria
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... 80 Feet. 10 Inches. Extreme Breadth 22 Feet. 5 Inches. Depth of Hold 14 Feet. 9 Inches.

Scantlings of Timber.

| | Inches | Inches | Inches |
|--------------------------------|-------------------------|-------------|--------|
| | Middle | Ends | |
| Timber and Space..... | each <u>25</u> | | |
| Floors..... | sided <u>11</u> | Moulded | |
| 1 st Foothooks..... | " <u>10</u> | " | |
| 2 nd Ditto..... | " | " | |
| 3 rd Ditto..... | " | " | |
| Top Timbers..... | <u>8 7/12</u> <u>49</u> | " <u>5</u> | |
| Deck Beams..... | " <u>9</u> | " <u>9</u> | |
| Hold Beams..... | " <u>9</u> | " <u>10</u> | |
| Keel..... | " | " | |
| Kelsons..... | " <u>12</u> | " <u>15</u> | |

Thickness of Plank.

| Outside. | Inches. | Inside. | Inches. |
|---------------------|--------------|---------------------------|-----------------------|
| Keel to Bilge..... | | Foot Waling..... | |
| Bilge Planks..... | | Bilge Planks..... | <u>3</u> <u>3 1/2</u> |
| Bilge to Wales..... | | Ceiling in Flat..... | <u>2 1/2</u> |
| Wales..... | | Ditto Bilge to Clamp..... | <u>2 1/2</u> |
| Topsides..... | | Hold Beam Clamps..... | <u>1</u> <u>3 1/2</u> |
| Sheer Strakes..... | <u>2 1/2</u> | Deck Beam Ditto..... | <u>3 1/2</u> |
| Plank Sheers..... | <u>2 1/2</u> | Ceiling 'twixt Decks..... | <u>2 1/2</u> |
| Water-ways..... | <u>1 1/2</u> | Hold Beam Shelves..... | |
| Upper Deck..... | <u>3</u> | Deck Beam ditto..... | |

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 ^o . | Butt End Bolts..... | | Deck Beam..... | |
| Floor Timber Bolts..... | | Lower Pintle of the Rudder..... | | | |
| Kelson ditto..... | | | | | |
| Transoms and throats of Hooks..... | | | | | |
| 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 6 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are _____ free from all defects.

Her Floors and first Foothooks are composed of _____ Timber.

Her other Foothooks and Top Timbers of English oak

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 _____ free from sap, and from thence downwards, the frame is _____

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 English oak and the False Kelson of _____

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

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 _____

The Topsides of English oak

The Sheer-strakes of _____

The Gunwales of _____ Water-ways of _____

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 about 3 between.

Planking Inside.—The Clamps are composed of English oak the Stringers of _____

The Bilge Planks of English oak and the remainder of the Ceiling of the same

Fastenings.—To Hold Beams 2 novel hanging knees

Deck Beams 2 do do and a new hanging knee

Number of Breasthooks 4 Pointers none Crutches none

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling none 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 J. Comyn



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1942 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, | 205 | Chain | 12 | 2 | Bower, |
| 2 | Fore Top Sails, | 90 | Hempen Stream Cable | 8 | 1 | Stream, |
| 2 | Fore Topmast Stay Sails, | 100 | Hawser | 4 | 1 | Kedge, |
| 2 | Main Sails, | 100 | Towlines | 5 | | All of proper weight. |
| 2 | Main Top Sails, | | Warp | | | |
| | and | | All of <u>Good</u> quality. | | | |

Her Standing and Running Rigging is _____ sufficient in size and Good in quality.

She has One Long Boat and One Skiff

The present state of the Windlass is Good Capstan _____ and Rudder Good

General Remarks—Statement and Date of Repairs.

The frame where seen is sound and good, the floor timbers are well squared, the top timbers are not so well squared, but the frame is of large dimensions, the beams knees hooked straddles are well squared, and free from sap, the Planking inside, and out, is of English Oak of good quality, and well wrought, no bolts though one head beam is slightly sprung I suppose it will be either shifted or clamped two solid waterways

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

And Same of opinion this Vessel should be Classed 10 A 1

The Amount of the Fee £ 1 : 1 : 0 is received by me, [Signature]

Committee Minute 17 November 1835

Character assigned A 1 for 10 Years
[Signature]

Messrs Hargreaves & Phipps
Archibald Lane



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