

No. 1968 Survey held at London Date Nov 23 18 35 1968  
on the Cutter General Evans Master J. Ware  
Tonnage 130 Built at \_\_\_\_\_ When built \_\_\_\_\_  
By whom built \_\_\_\_\_ Owners Ware  
Port belonging to London Destined Voyage Spain  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

	Inches	Moulded
Timber and Space..... each		
Floors..... sided		
1 <sup>st</sup> Foothooks..... "		
2 <sup>nd</sup> Ditto..... "		
3 <sup>rd</sup> Ditto..... "		
Top Timbers..... "		
Deck Beams..... "	8	1 1/2
Hold Beams..... "		
Keel..... "		
Kelsons..... "		

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	
Bilge to Wales.....		Ceiling in Flat.....	
Wales.....	4	Ditto Bilge to Clamp.....	2
Topsides.....	2 1/2	Hold Beam Clamps.....	
Sheer Strakes.....	2	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	
Upper Deck.....	3	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.....	
Scarphs of Keel..... N <sup>o</sup> .....		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 \_\_\_\_\_ Timber. described to be English Oak  
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 \_\_\_\_\_

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 (described) and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ 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 \_\_\_\_\_ described to be English Oak  
From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of English Oak

The Topsides of English Oak

The Sheer-strakes of Do

The Gunwales of Do Water-ways of Do

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 2 & 3 between.

**Planking Inside.**—The Clamps are composed of English Oak the Stringers of \_\_\_\_\_  
The Bilge Planks of \_\_\_\_\_ and the remainder of the Ceiling of Do

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams 2 1/2 inch hogging knees & 1 1/2 inch cross members

Number of Breasthooks 5 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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 very good

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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Foundation



1968 *Len*

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
✓	Fore Sails,	300	Chain .....		2 Bower ✓
✓	Fore Top Sails,		Hempen Stream Cable .....		Stream,
✓	Fore Topmast Stay Sails,	120	Hawser .....	4 1	Kedge ✓
✓	Main Sails,		Towlines .....		All of proper weight.
✓	Main Top Sails,		Warp .....		
and a sufficient number of <u>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 \_\_\_\_\_

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good 2 Bilge Pumps

**General Remarks—Statement and Date of Repairs.**

*At the present time has been Docked (on Thursday last) and the Copper examined (found good)*

*It will be seen that but few particulars are entered on the other side—this is occasioned by her being fitted up with cabins fore and aft which prevented the timbers from being seen in any part—and the space under the Cabin Deck is entirely occupied with Ballast, & fastened down. The appearance of the vessel forward, about the Breast Hooks and thence on way of the Mast, and on Deck is very favorable. Her masts & Topsides have also a very favorable appearance. She is described to have been built for the Revenue service & has the appearance of being about 12 years old.—The Copper appears to have been on about 18 months. I have not been able to obtain any precise information on these points & have therefore given this general opinion.*

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

And Sam of opinion this Vessel should be Classed A<sup>+</sup> George Bayley  
The Amount of the Fee.....£ 0 : 10 : 6 is received by me, at the Office \_\_\_\_\_

Committee Minute 24 Nov 1835

Character assigned A<sup>+</sup> 1 SB



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