

No. 1970 Survey held at London Date 21st November 1835 1970
 on the Barque Yungels Master Mr Ordlie
 Tonnage 417 Built at Calcutta When built 1806
 By whom built _____ Owners J M Ordlie
 Port belonging to London Destined Voyage Calcutta
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each <u>33</u>	Inches. Middle Ends	Outside.	Inches.	Inside.
Floors.....	sided <u>10</u>	Moulded	Keel to Bilge		Foot Waling.....
1 st Foothooks.....	" <u>10</u>	"	Bilge Planks		Bilge Planks.....
2 nd Ditto.....	"	"	Bilge to Wales		Ceiling in Flat
3 rd Ditto.....	"	"	Wales	<u>5</u>	Ditto Bilge to Clamp
Top Timbers	<u>2 1/2</u> <u>6</u> <u>9</u>	" <u>6 1/2</u>	Topsides	<u>3</u>	Hold Beam Clamps
Deck Beams	" <u>7 1/2</u>	" <u>7</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....
Hold Beams	" <u>9 1/2</u>	" <u>9 1/2</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks
Keel	" <u>10</u>	" <u>12</u>	Water-ways	<u>10</u>	Hold Beam Shelves
Kelsons	"	"	Upper Deck	<u>3</u>	Deck Beam ditto
			<u>lower Deck Spacing 4</u>		

Size of Bolts in Fastenings.			
Copper. & Iron	Inches.	Copper. & Iron	Inches.
Heel-Knee, and Dead Wood abait		Bolts thro' the Bilge and Foot Waling.....	
Scarpns of Keel.....	N ^o .	Butt End Bolts	
Floor Timber Bolts.....	<u>3/4</u>	Lower Pintle of the Rudder	
Kelson ditto.....			
Transoms and throats of Hooks		same in Iron above the Copper	
Arms of Hooks			
		Iron.	Inches.
		Hold Beam.....	
		Deck Beam	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Teak and are _____ free from all defects. when seen
 Her Floors and first Foothooks are composed of Teak Timber.
 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 _____ 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 24 chocked with _____ Butt at each end of the chock.
 The Main Kelson is composed of Teak and ~~the~~ False Kelson of _____
 The Scarphs of the Kelsons are not less than 3 feet _____ inches.
 The Deck and Hold Beams are composed of Teak

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 _____ Stated to be of Teak
 The Wales and Black-strakes are of Teak
 The Topsides of do
 The Sheer-strakes of do
 The Gunwales of do Water-ways of the same
 The Shifts of the Planking are not less than 3 to 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. Shifts of Plank Irregular
 The Planking is wrought 2 + 3 between. _____ the Stringers of 2

Planking Inside.—The Clamps are composed of _____ and the remainder of the Ceiling of 2 Teak
 The Bilge Planks of _____
Fastenings.—To Hold Beams one Iron hanging knee below & one standard above
 Deck Beams one wood drying and one wood hanging sided benches
 Number of Breasthooks 7 + 2 Chins _____ Pointers 2 Crutches one
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling Copper bolted through and clenched.
 General Quality of Workmanship Originality seen

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name _____
 Surveyor's Name Montgomery
 C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.
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1970 *Lon*

Her Masts, Yards, &c. are in Good condition, and sufficient in size and length. *Main Mast present*

She has SAILS. 2 sails

CABLES, &c.

1 Broadput Stak

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
Fore Sails,	226	Chain	3
Fore Top Sails, <i>with hose</i>	100	Hempen Stream Cable	1
Fore Topmast Stay Sails,	100	Hawser	1
Main Sails,		Towlines	
Main Top Sails,		Warp	
and		All of <u>Good</u> quality.	
		Bower, <i>with hose</i>	
		Stream,	
		Kedge,	
		All of proper weight.	

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

She has One Long Boat and 2 others

The present state of the Windlass is Good Capstan Patent and Rudder Good *2 Stick Pumps*

General Remarks—Statement and Date of Repairs.

The frame is generally of small dimensions but where
 she is sound, is well secured forward with blocks
 and aft with boulders that there is no perceptible
 working at her beam ends and the seams of both
 upper flower deck are fairly close the scarf of the
 keelson has drawn a little 2 of the upper deck beams
 are cupped but are now being clamped—originally now
 fastened—

Repairs

1832 New upper deck and blocks, boulders, keelson & bottom
 upstained with copper bolts

1833 New Stakes upper works & sheer struts and
 some new top timbers

1835 Docked at Bombay shipped & caulked & sheathed & Hooped

If Sheathed, Doubled, or Felted, Sheathed with wood & sheathed Hooped

and Date when last done March 1835

And Imm of opinion this Vessel should be Classed F.1

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, at the Office

Committee Minute 24 November 1835

Character assigned F.1



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