

No.

330

on the

Survey held at

London

Date

20<sup>th</sup> Nov

18

35

1976

Master

Martin

Tonnage

132

Built at

Southampton

When built

1828

By whom built

Watson

Owners

Beane &amp; Sons

Port belonging to

London

Destined Voyage

Naples

If Surveyed Afloat or in Dry Dock

Afloat

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

## Scantlings of Timber.

Timber and Space.....	Each	Feet.	Inches.
Floors.....	sided	8 1/2	Moulded
1 <sup>st</sup> Foothooks.....	"	8	crup cheeks
2 <sup>nd</sup> Ditto.....	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"
Top Timbers.....	"	6 1/2	"
Deck Beams.....	"	9	"
Hold Beams.....	"	9	"
Keel.....	"	10	"
Kelsons.....	"	10	"

## Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	3
Bilge to Wales.....		Ceiling in Flat.....	2
Wales.....		Ditto Bilge to Clamp.....	2
Topsides.....	2	Hold Beam Clamps.....	2 3
Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	
Upper Deck.....	2 1/2	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.....	2
Scarphs of Keel.....	N <sup>o</sup> .	Butt End Bolts.....	Sufficient	Deck Beam.....	Sufficient
Floor Timber Bolts.....	Sufficient	Lower Pintle of the Rudder.....			
Kelson ditto.....	Sufficient				
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 2 Inches. The Space between the Top-timbers is 2 3/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of do 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 well squared from the first Foothook Heads upwards, and freedom 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 6 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 English Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of do do Sum by me in 1832

The Wales and Black-strakes are of do do

The Topsides of do do

The Sheer-strakes of do do

The Gunwales of English Oak Water-ways of do same

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 \_\_\_\_\_ the Stringers of English Oak

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

**Fastenings.**—To Hold Beams 2 woodlanying Knives

Deck Beams 2 do do do

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 not 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. Martin



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1976 Lon

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

She has SAILS. <u>Medium</u>			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails,	<u>180</u>	Chain .....	<u>1</u>	<u>2</u>	Bower,
	Fore Top Sails,	<u>90</u>	Hempen Stream Cable.....	<u>4</u>	<u>1</u>	Stream,
	Fore Topmast Stay Sails,	<u>40</u>	Hawser .....	<u>4</u>	<u>1</u>	Kedge,
	Main Sails,	<u>90</u>	Towlines .....	<u>3</u>		All of proper weight.
	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 when seen is well secured, freed from sap, and close, — The first pullocks are all cross checked, the fastenings of the upper deck beams are firm & secure, has but 2 bolts in the plating inside, but, is of good quality & well wrought. No but or bidge bolts through —

If Sheathed, Doubled, or Felted, Coppered

and Date when last done 1832

And I am of opinion this Vessel should be Classed 11 A1

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

Committee Minute 27 November 1835

Character assigned A 1 for 11 Years



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