

No. 2183 Survey held at Londonon the Ship, Carshalton ParkDate January 2nd 1836Master J. B. ParkTonnage 441 Built at SouthamptonWhen built 1811

By whom built

Owners Wm Clark & CoPort belonging to LondonDestined Voyage JamaicaIf 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	Inches		Inches	Middle	Inches	Ends				
Floors.....	sided	14 $\frac{1}{2}$		13	Moulded	13					
1 st Foothooks.....	"	12		"		"					
2 nd Ditto.....	"	11		"	9 $\frac{1}{2}$	"					
3 rd Ditto.....	"	10 $\frac{1}{2}$		"	8	"					
Top Timbers.....	"	8 $\frac{1}{2}$		"	6	"					
21 Deck Beams.....	"	10		"	8 $\frac{1}{2}$	"					
19 Hold Beams.....	"	12		"	12	"					
Keel.....	"	"		"	"	"					
Kelsons.....	"	13		"	12	"					
Rider.....	"	13		"	14	"					
Thickness of Plank.											
				Outside.		Inches.		Inside.		Inches.	
				Keel to Bilge				Foot Waling.....		4	
				Bilge Planks.....		3		Bilge Planks.....		5	
				Bilge to Wales.....				Ceiling in Flat.....		3	
				Wales.....				Ditto Bilge to Clamp.....		3	
				Topsides.....				Hold Beam Clamps.....		4	
				Sheer Strakes.....				Deck Beam Ditto.....		3 $\frac{1}{2}$	
				Plank Sheers.....		4		Ceiling 'twixt Decks.....		2 $\frac{1}{2}$	
				Water-ways.....		6		Hold Beam Shelves.....			
				Upper Deck.....		3		Deck Beam ditto.....		7	
Size of Bolts in Fastenings.											
Copper.				Inches.		Copper.		Inches.		Iron.	
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											

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 6 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 English oak Timber.

Her other Foothooks and Top Timbers of ditto

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 is 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 African oak

The Scarphs of the Kelsons are not less than seven feet six inches.

The Deck and Hold Beams are composed of English & African oak

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

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

From the Light Water Mark to the Wales of ditto

The Wales and Black-strakes are of African oak

The Topsides of ditto

The Sheer-strakes of ditto

The Gunwales of ditto Water-ways of African oak

The Shifts of the Planking are not less than six feet six inches N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. shifted three between

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

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

Fastenings.—To Hold Beams one lodging oak knee, one hanging iron knee, one standard knee alternately and six pair of iron wedgers down to the bilge straps

Deck Beams with iron hanging T knees, staple lodging knees alternately & stringer

Number of Breasthooks six Pointers four aft Crutches two aft

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 Good

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

Builder's Name

Surveyor's Name

W Middleton



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Lloyd's Register
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LON 598-0527

2183 *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,	225	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	75	Hawser ^{Chain} Stream Cable	1	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser	7	2	Kedge,
2	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	120	Warp	5		
	and <i>well found in small sails</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging is hemp sufficient in size and good in quality.

She has Pinnace Long Boat and Jolly boat

The present state of the Windlass is _____ Capstan _____ and Rudder all in good condition
Two bilge pumps & two main pumps

General Remarks—Statement and Date of Repairs.

This vessel had new wales & upperworks in 1820 new decks & waterways in 1830, was caulked in June last from the copper upwards and is at the present time in a very good state of repair & efficiency, the decks, bends, topsides, ceiling, comings, breasthooks, transoms, upper & lower deck fastenings all in very good condition and I am of opinion she is fit for the safe conveyance of dry & perishable cargoes, having no appearance of decay or weakness

If Sheathed, Doubled, or Felted, Doubled with three inch Dantzia deals over felt from the keel to the wales & copper in September 1834
and Date when last done _____

And I am of opinion this Vessel should be Classed "A. 1"

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

Committee Minute 9 February 1836

Character assigned A. 1



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