

No. 2197 Survey held at Lisbon Date 8th Feb 18 76  
on the Chloris Active Master Went  
Tonnage 52 Built at Dartmouth When built 1817  
By whom built — Owners Palmer  
Port belonging to Lisbon Destined Voyage —  
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.

Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each	Inches	Outside.	Inches	Inside.
Floors.....	sided	Moulded	Keel to Bilge .....		Foot Waling.....
1st Foothooks.....	5th	"	Bilge Planks .....		Bilge Planks.....
2nd Ditto.....	"	"	Bilge to Wales .....		Ceiling in Flat .....
3rd Ditto.....	"	"	Wales .....		Ditto Bilge to Clamp .....
Top Timbers.....	1st	"	Topsides .....		Hold Beam Clamps .....
Deck Beams.....	Number of	"	Sheer Strakes .....	2	Deck Beam Ditto.....
Hold Beams.....	D <sup>o</sup> D <sup>o</sup>	7 1/2	Plank Sheers.....	2	Ceiling 'twixt Decks .....
Keel .....	"	"	Water-ways .....	3 1/2	Hold Beam Shelves .....
Kelsons .....	"	9	Upper Deck .....	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.....	
Scarphs of Keel..... N <sup>o</sup> .		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 2 1/2 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 \_\_\_\_\_ free from all defects. as far as can be seen  
Her Floors and first Foothooks are composed of English Oak Timber.  
Her other Foothooks and Top Timbers of Moulded 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 \_\_\_\_\_ 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 3 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 English Oak

The Topsides of English Oak with patch for repairs

The Sheer-strakes of English Oak

The Gunwales of No

Water-ways of No

The Shifts of the Planking are not less than 3 Feet 6 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 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

Deck Beams 2 Wood Wrench

Number of Breasthooks 3

Pointers \_\_\_\_\_

Crutches \_\_\_\_\_

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

Bilge and Footwaling Iron 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 W. H. May



2197 ton

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

She has SAILS.

CABLES, &amp;c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	180	Chain .....		2 Bower,
/	Fore Top Sails,	90	Hempen Stream Cable.....	6	1 Stream,
/	Fore <del>Topmost</del> Stay Sails,	90	Hawser .....	4	<del>Kedge,</del>
/	Main Sails,		Towlines .....		All of proper weight.
/	Main Top Sails,		Warp .....		
and	<i>Mainsail is</i>		All of <i>Good</i> quality.		

and Mainsail is  
undifferentHer Standing and Running Rigging is \_\_\_\_\_ sufficient in size and Good in quality.She has One Long Boat and Sheprocure is agreed to be builtThe present state of the Windlass is Good Capstan \_\_\_\_\_ and Rudder Good**General Remarks—Statement and Date of Repairs.**

The lumbering where seen is in fair condition fastenings  
are firm The inside Planking is in <sup>an</sup> undifferent  
condition the planking of the upper is  
inefficiently repaired with fir and some of the  
plank is undifferent in other places the Mainsail  
is not good is without a Kedge Anchor

1833 Had new Oak Waterways & Plank Shears

If Sheathed, Doubled, or Felted, Sheathed & Feltedand Date when last done 1831And I am of opinion this Vessel should be Classed F. 2The Amount of the Fee.....£ : 10: 6 is received by me, at officeCommittee Minute th 9 February 1834Character assigned F. 2

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