

No. 2320 Survey held at London
on the *Rock Pilot*

Date March 7th 1836
Master *Burke*

2320
W.A.

Tonnage *418* Built at *Kings Yard*

When built *1807*

By whom built

Owners *Majoritank & Son*

Port belonging to *London*

Destined Voyage *Southsea Fishery*

If Surveyed Afloat or in Dry Dock *Off Greenwich Dry Dock*

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	<i>14 1/4</i>		
1 st Foothooks.....	"			
2 nd Ditto.....	"			
3 rd Ditto.....	"			
Top Timbers.....		<i>9 1/2</i>	<i>8 1/2</i>	<i>5 1/2</i>
Deck Beams.....		<i>9</i>		<i>7 1/2</i>
Hold Beams.....		<i>10 1/2</i>		<i>9</i>
Keel.....				
Kelsons.....		<i>10</i>		<i>10</i>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<i>3</i>	Foot Waling.....	
Bilge Planks.....	<i>2</i>	Bilge Planks.....	<i>3</i>
Bilge to Wales.....	<i>3 1/4</i>	Ceiling in Flat.....	<i>2 1/2</i>
Wales.....	<i>4 1/2</i>	Ditto Bilge to Clamp.....	<i>2</i>
Topsides.....	<i>3</i>	Hold Beam Clamps.....	<i>3</i>
Sheer Strakes.....	<i>3 1/2</i>	Deck Beam Ditto.....	<i>3</i>
Plank Sheers.....	<i>4</i>	Ceiling 'twixt Decks.....	<i>2 1/4</i>
Water-ways.....	<i>4</i>	Hold Beam Shelves.....	
Upper Deck.....	<i>3</i>	Deck Beam ditto.....	<i>5 1/2</i>
Lower Deck.....	<i>4</i>	Lower Deck Planking.....	<i>3</i>

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 ^o .		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
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 *3 1/2* Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of *English Oak* and are *free* free from all defects.

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

Her other Foothooks and Top Timbers of *English 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 *well* squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is *the same*

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 *E Oak* and the False Kelson of _____

The Scarphs of the Kelsons are not less than *4* feet *0* 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 *Flam & Oak*

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of *English Oak*

The Wales and Black-strakes are of _____

The Topsides of _____

The Sheer-strakes of *English & African Oak*

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.

Planking Inside.—The Clamps are composed of *English Oak* The Planking is wrought *Three* between the Stringers of *English Oak*

The Bilge Planks of *do* and the remainder of the Ceiling of *do*

Fastenings.—To Hold Beams *Lodging Nuts & J Nuts 2d Stand and*

Deck Beams *4 P. Staple Stand and 100 Hanging Nuts & Bolt*

Number of Breasthooks *6* Pointers *2 Transoms Nuts 1* Crutches *Stanton*

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 *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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Lloyd's Register Foundation

5800-6656-0085

Her Masts, Yards, &c. are in 2320 ton condition, and sufficient in size and length. new present time

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
3	Fore Sails,	200	Chain	3	Bower,
3	Fore Top Sails,		Hempen Stream Cable	1	Stream,
3	Fore Topmast Stay Sails,		Hawser	2	Kedge,
3	Main Sails,		Towlines <u>2 pair</u>		All of proper weight.
3	Main Top Sails,		Warp		
and well found in the sails			All of <u>good</u> quality.		

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

She has one Long Boat and Six Whale Boats

The present state of the Windlass is good Capstan good and Rudder good new Pumps

General Remarks—Statement and Date of Repairs.

Had put new plates. New Topsides, Sheer Strakes, Plankstrees, Upper Deck Waterways, Upper Deck, and Beams - it was raised in 1829 besides other extensive repairs at that time

Is stated to have had some repairs in 1831

At the present time has been doubled 8 Strakes down ^{upon felt} Lower Deck fastening rebolted. Twelve Pair of Iron Hanging & Lodging Nails to Lower Deck. 3 New Beams to D^e and 4 Half Beams, 2 Pair of Deck standards. The Upper Deck shelf additionally bolted, & 2 Breast Hooks put in - Caulked throughout and generally overhauled. New Head & Nails -

The original Iron D

This vessel has five Pair of Futtocks Enders to compensate for the removal of The original frame where seen was found to be in good condition - The main Bottom is in the same state, with the exception of a few planks in the Upper Course and the two lower strakes of keel all which are covered over by the Doubling - The Doubling is well secured and the vessel is now in an efficient state of Repair for her present intended voyage -

If Sheathed, Doubled, or Felted, Wood sheathed Felted & Coppend
and Date when last done March 1836

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

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

Committee Minute 22 March 1836

Character assigned A.1

