

No. 2342 Survey held at London Date 1<sup>st</sup> May 21<sup>st</sup> 1835  
on the Barb Sancerre Master Crosby  
Tonnage 197 Built at Shields When built 1829  
By whom built \_\_\_\_\_ Owners King  
Port belonging to London Destined Voyage Barbadoes  
If Surveyed Afloat or in Dry Dock On the ways & Afloat

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

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches. Middle.	Inches. Ends.	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each				Keel to Bilge .....		Foot Waling.....	
Floors..... sided		Moulded		Bilge Planks .....		Bilge Planks.....	
1 <sup>st</sup> Foothooks.....		"		Bilge to Wales.....	<u>4 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
2 <sup>nd</sup> Ditto.....		"		3 Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>2</u>
3 <sup>rd</sup> Ditto.....		"		Topsides.....	<u>4 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Top Timbers.....	<u>7 1/2</u>	"	<u>4 1/2</u>	Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams.....	<u>7</u>	"	<u>8</u>	Plank Sheers.....	<u>4 1/2</u>	Ceiling 'twixt Decks.....	<u>2</u>
Hold Beams.....	<u>same</u>	"	<u>8</u>	Water-ways.....	<u>4 1/2</u>	Hold Beam <del>Shelf</del> <u>Waterway</u>	<u>4</u>
Keel.....	<u>7 1/2</u>	"		Upper Deck.....	<u>4 1/2</u>	Deck Beam ditto.....	
Kelsons.....		"					

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N°.		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 \_\_\_\_\_ Inches. The Space between the Top-timbers is 2.3 1/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of African & English Oak and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of \_\_\_\_\_ 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 \_\_\_\_\_ 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 African and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of African 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 \_\_\_\_\_

The Topsides of African & English Oak

The Sheer-strakes of \_\_\_\_\_

The Gunwales of African Oak Water-ways of English Oak Foramidships 4 1/2

The Shifts of the Planking are not less than 4 ft & generally 2 between 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 Blue Gum the Stringers of \_\_\_\_\_

The Bilge Planks of Blue Gum and the remainder of the Ceiling of the same Swedish Deck as Pine

**Fastenings.**—To Hold Beams one Iron Hanging & one Iron Lodging

Deck Beams one Wood Lodging & one Iron Hanging

Number of Breasthooks is included not seen Pointers Two Crutches \_\_\_\_\_

Butts End Bolts are of Copper not this in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.

Bilge and Footwaling \_\_\_\_\_ bolted through and clenched.

General Quality of Workmanship Middling

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

Builder's Name \_\_\_\_\_

Surveyor's Name Courtenay



2342 LON  
Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....		3	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser .....	4 1/2	1	Kedge,
1	Main Sails,		Towlines .....			All of proper weight.
2	Main Top Sails,	90	Warp .....	4		
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.

This is a slight built vessel timbering when seen is small top  
timbers indifferently squared beams small staves spaced  
decks are of inferior quality is peculiarly built in the bottom  
with short floor timbers and short second futtock is  
reputed to be a very branks vessel doubling has been wrought  
on the bulges to increase her stability but I believe without  
effect

On the 30<sup>th</sup> of November and the 1<sup>st</sup> of December 1835. I saw this vessel then under  
repair in New Crane Dock in consequence of having been struck by a Collier and cut  
down to the keel - The wreck being cleared away. I observed that the Lower Deck (Raft)  
and two staves of the ceiling below it, were started off from the Timbers by the violence  
of the concussion - I left a note recommending that the state of the frame should be  
examined further by taking off the started planks - On the 1<sup>st</sup> of December I was given  
to understand that my presence was not wished for, and informed that the parties  
employed to survey the damage were satisfied that it did not extend further, and therefore  
no more extended examination would be made. That part which had been taken down  
was made good with scantling & Plank of the same size as the original Timbers &  
plank - which are as noted with my initials on the other side from actual measurement  
she appears to be a very slight, indifferent vessel and barely equal in my opinion  
to the class recommended by Mr Comptrolleur below George Bayley  
The short after piece of Plank seen on the Starboard side decayed.

If Sheathed, Doubled, or Felted, Not repaired  
and Date when last done 1833

And I am of opinion this Vessel should be Classed 8 A 1

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, at the Office

Committee Minute 31 March 1836

Character assigned A 1 for 7 years

AMH

J. P.



© 2019  
Lloyd's Register  
Foundation

Working at Mr R Roxy's house that