

No. 2410 Survey held at London Date April 20 18 36
 on the Beig Ann Master R. Smith
 Tonnage 167 Built at Newcastle When built 1815
 By whom built J. Brown Owners Brown & Co
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Evans's Day Dock

Length aloft..... 70 7 Extreme Breadth 22 4 Depth of Hold 14 2

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>19</u>		
Floors..... sided	<u>8 1/2</u> Moulded	<u>9</u>	
1st Foothooks..... "	"	"	
2nd Ditto..... "	"	"	
3rd Ditto..... "	<u>not seen</u>		
Top Timbers..... "	"	"	
Deck Beams..... "	<u>8 1/2</u>	<u>8</u>	
Hold Beams..... "	<u>10</u>	<u>9 1/2</u>	
Keel..... "	<u>10</u>	<u>11</u>	
Kelsons..... "	<u>10</u>	<u>14</u>	
<u>Riding Kelson</u>	<u>10</u>	<u>11</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>3</u>	Foot Waling.....	
Bilge Planks.....	<u>4</u>	Bilge Planks <u>3 Strakes</u>	<u>3</u>
Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales <u>5 Strakes</u>	<u>4</u>	Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto <u>3 Strakes</u>	<u>2 1/2</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>2 1/2</u>	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 ^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 2 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 & African 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. not seen

The rest of the Shifts of the Frame are _____

The Frame is fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is also fairly squared

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 Pine

The Scarphs of the Kelsons are not less than 6 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 Beech

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

From the Light Water Mark to the Wales of Do Do

The Wales and Black-strakes are of English & American Oak partly new

The Topsides of American Oak

The Sheer-strakes of Do Do

The Gunwales of Do Do Water-ways of American Oak

The Shifts of the Planking are not less than 4 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 & 3 between. irregularly

Planking Inside.—The Clamps are composed of 3 Strakes English Oak the Stringers of _____

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

Fastenings.—To Hold Beams 2 - 6 in wood lodging knees

Deck Beams 2 - 5 in wood lodging knees & 6 pair of Iron hanging knees

Number of Breasthooks 5 Pointers 2 Crutches none

Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship tolerably good

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

Builder's Name _____

Surveyor's Name J. Bayley J. Bayley



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2418 Jan.

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,	80	Stream Chain	3/4	3
		190	Chain	1 1/16	
2	Fore Top Sails,	80	Hempen Stream Cable.....	6 1/2	1
2	Fore Topmast Stay Sails,	80	Hawser	5	1
2	Main Sails,	80	Towlines	4 3/4	
2	Main Top Sails,	80	Warp	4	
and <u>one</u>		All of <u>good</u> quality.		All of proper weight.	

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

She has one Long Boat and one other Boat

The present state of the Windlass is good Capstan _____ and Rudder good

General Remarks—Statement and Date of Repairs.

The general appearance of this vessel is firm and substantial, she has at the present time been raised upon 14 inches, received new upper deck fastenings Stanchions Rails & Bulwark new all round new fore & Main Hatch Coomings Knight Heads & Gunwale timbers & Bow timbers of African oak and has been caulked throughout, the Ceiling is moderate in places

I have seen this vessel repeatedly during the progress of the repairs at the request of the Owner J Bayley

George Bayley
 Master

If Sheathed, Doubled, or Felted, Single Bottom and not Coppered
 and Date when last done _____

And we of opinion this Vessel should be Classed A, 1 J Bayley George Bayley

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, at Office
Special Survey — 2 - 2 — received J.B.

Committee Minute 22 April 1836

Character assigned A, 1. J.B.



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