

No. 2507 Survey held at London Date 16<sup>th</sup> May 1836 2507  
 on the Bark John Master Davey  
 Tonnage 199 Built at London When built 1828  
 By whom built Hawman Owners Davey  
 Port belonging to London Destined Voyage not determined  
 If Surveyed Afloat or in Dry Dock Offute Ho. Dock

Length aloft.....	Feet. <u>83</u> Inches. <u>10</u>	Extreme Breadth .....	Feet. <u>23</u> Inches. <u>4</u>	Depth of Hold .....	Feet. <u>15</u> Inches. <u>2 1/2</u>
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Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space.....	<u>30</u>			Keel to Bilge .....		Foot Waling .....	
Floors.....	<u>8-8-10 1/4-11-sided</u>		Moulded	Bilge Planks .....		Bilge Planks <u>3 1/4 x 2</u>	<u>3</u>
1 <sup>st</sup> Foothooks.....	<u>7 1/2</u>			Bilge to Wales <u>3 1/2 x 4 1/2</u>	<u>4</u>	Ceiling in Flat .....	<u>2</u>
2 <sup>nd</sup> Ditto.....	<u>6 1/2</u>		<u>5 1/4</u>	Wales .....	<u>6</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	<u>5 1/2</u>			Topsides .....	<u>2 1/2</u>	Hold Beam Clamps <u>2 x 5 1/4</u>	<u>5 1/4</u>
Top Timbers .....	<u>5 1/2</u>	<u>4</u>		Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Deck Beams .....	<u>8</u>	<u>10</u>		Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks .....	<u>2</u>
Hold Beams .....	<u>10</u>	<u>10</u>		Water-ways <u>3 1/2 x 10</u>	<u>10</u>	Hold Beam Shelves .....	<u>6</u>
Keel .....	<u>12</u>	<u>11</u>		Upper Deck .....	<u>3</u>	Deck Beam ditto .....	<u>4</u>
Kelsons .....	<u>9</u>	<u>3</u>					

  

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft .....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel.....	<u>Nº.</u>	Butt End Bolts .....	<u>Sufficient</u>	Deck Beam .....	<u>Sufficient</u>
Floor Timber Bolts.....		Lower Pintle of the Rudder .....			
Kelson ditto.....	<u>Sufficient</u>			same in Iron above the Copper .....	
Transoms and throats of Hooks .....					
Arms of Hooks .....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African oak and are free from all defects. when seen

Her Floors and first Foothooks are composed of English oak Timber.

Her other Foothooks and Top Timbers of little African

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 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 Foreign oak and the False Kelson of                     

The Scarphs of the Kelsons are not less than 4 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 American Elm

From the first Foothook Heads to the Light Water Mark of Blue gum African oak & Pine Mixed

From the Light Water Mark to the Wales of Foreign oak & African oak

The Wales and Black-strakes are of Foreign oak & African

The Topsides of Blue gum

The Sheer-strakes of Foreign oak Blue gum & African

The Gunwales of African oak Water-ways of African oak

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 Blue gum The Planking is wrought                      between. the Stringers of the same & African

The Bilge Planks of African & Foreign oak and the remainder of the Ceiling of Blue gum & Foreign oak

**Fastenings.**—To Hold Beams laid on Shelves bottles and dove tailed from hanging knees & some

Deck Beams Shelf & Iron Hanging knee

Number of Breasthooks Six bow & stern Pointers None Crutches None nor see

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



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

2507. Lon.

She has SAILS. <u>22</u> Sails			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2 + 1 1/2	3	Bower, 3
2	Fore Top Sails,	90	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser .....	5 1/2	2	Kedge, 3
2	Main Sails,		Towlines .....			All of proper weight.
2	Main Top Sails,		<u>Cham Shoon</u>			
	and		Warp .....			
			All of <u>good</u> quality.			

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

She has One Long Boat and Three others

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

### General Remarks—Statement and Date of Repairs.

This vessel is constructed of Slight Scantlings but well squared  
stated to be built in frames, - the timbers seen at the air openings  
the transoms &c are in a very sound state no appearance of decay  
and is well fastened particularly forward the Hooks are long, the  
beams has now two additional Iron hanging knees - has  
large solid waterways and she appears remarkably fine  
throughout which is attributable to the unusual thickness  
of her planks being 11 inches & 6 other Strakes of bottom 6 inches from  
thence to bilges 4 inches, upper course mostly fastened with thin  
copper bolts, - the bottom has been stripped at the present  
time the whole of her Planking inside & out and also the  
decks are in very good condition, She does not appear  
applicable to any of the rules by to be one that lapsing entirely  
to the Committee

Repairs Present time bottom caulked also plates  
and wpsens 4 Pair of Iron knees between beams each side

If Sheathed, Doubled, or Felted, Borraoils felt Hopped  
and Date when last done May 1836

And                      of opinion this Vessel should be Classed                     

The Amount of the Fee.....£ 1 : 1 : - is received by me, PC

Committee Minute 20 May 1836

Character assigned A 1 for 8 Years



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