

STEAM VESSELS.

2527

No. 2527 Port of London Date April 30 1836
 Survey of the S. Ottwood Master Wm. Moffet
 Tonnage 189 1/2 By whom built _____ Where built London
 When built 1825 Owners General Steam N Co Port belonging to London
 Destined Voyage Antwerp
 Surveyed Afloat or in Dry Dock Ships Green St. Day Dock

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....		Depth of Hold		Outside.	Inches.	Inside.	Inches.
Rake of Stem		Lower Hold		Bottom	3	Ceiling	3
D° of Stern Post.....		Between Decks		Bilge Planks		Bilge Planks	4
Extreme Breadth				Sponcings	none	Lower Deck Clamps	5
Power of Engines..... 2 - 50 HP each				Wales	4 1/2	Upper Deck Clamps	3
Scantling of Timber.				Topsides	2 1/2	Shelf Pieces	5
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.			
Timber and Space, each.....	10 1/4	8 1/2		English			
Floors in the middle		8		Oaken			
1st Foothooks		7	6 1/2	"			
2nd Foothooks		6 1/2	5 1/2	"			
3rd Foothooks		5 1/2	4 1/2	"			
Top Timbers	6 1/2	5 1/2	4 1/2	"			
Deck Beams..... Middle.....		8	7	Oaken			
..... Knees		none					
Lower Deck Beams..... Middle.....		9	7 1/2	Oaken			
..... Knees		2					
Paddle Beams		13 1/2	13 1/2	Oaken			
Main Kelson		10	10 1/2	Oaken			
Engine and Boiler Sleepers ..	No. 4	Length. 12	Moulded Inches. 28	Sort of Wood. English			

Masts, Yards, &c.				Sails.	
Quality of Wood.		Length, &c.		Is generally well found in } Sails, or otherwise. }	
Bowsprit					
Foremast					
Main Mast					
Mizen Mast					

Cables, Cordage, &c.				Anchors.		Boats.	
Fathoms.		Inches.		Nos.		Number and Description.	
Cables, Hemp							
D° Iron.....							
Hawser.....							
Towlines							
1st Warp							
2nd D°							

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

Owner's Name _____

Surveyor's Name _____

George Bayly



© 2019

Lloyd's Register Foundation

1030-0301

SURVEYOR'S REMARKS.

2527

Jan.

Timbering.

The Quality,
Squaring, and
Workmanship.

Soft English Oak good in quality well squared and wrought
Framed every timber with ~~square~~ heads and heels scarfed
together -

Engine Room.

Floors filled in solid
to the floor heads,
or to what place.

Filled in to the floorhead under the Engine Room

Arrangement of
Sleepers.

Two on each side the keelson fairly shifted and
extending as far as the form of the body will admit

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Elm from the keel to the bridge, thence to the wales
English Oak - Wale - 3 Strakes of English and African
Oak and two Strakes of Dantzic Fir. Topside & three Strakes
Dantzic Fir, Bridge Planks, Ceiling & Clamps Oak and Fir
Shelf Piece Oak - all of good quality well edged & wrought

Fastenings.

Iron or Copper, and
Date when done.

Copper original in the ends - Copper Deck fastening all
new at present time, Holdstoppers also refastened at
the present time

Butt Bolts through
and clenched, or
otherwise.

Copper bolted through the Butts and Bridges and clenched
inside -

If diagonally trussed
or otherwise.

Diagonally Trussed with 3" Plank & Iron suspending Plates

If Sheathed,
Coppered,
Doubled,
Felled.

Coppered April 1836

Repairs.

At the present time has been lengthened 25 feet - and raised
upon - New Decks, Plankings, three Strakes. Topside
& 2 Strakes of the Wale - Copper^d and Hold Beam fastening
all new. Paddle Beams new, Midship part of the keelson
and Engine Sleepers new - Thoroughly caulked - New
Run of the Head & Rails, New Stern & Wing Transoms
raised

General Observations
and Opinion as
required by the
Instructions.

From the nature and extent of the preceding repairs
this vessel would have been entitled to restoration
had application been made for that purpose. The
Timbers of the Frame although small are sound
and in good condition throughout and in my
opinion she is entitled to be classed A. 1

George Bayley

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

Committee Minute 27 May 1836

Character assigned A. 1



© 1819

Lloyd's Register
Foundation