

No. 253 Survey held at London  
on the Black Lion

Date April 8<sup>th</sup> 1836 253  
Master

Tonnage 1275 Built at Calcutta

When built 1813

By whom built

Owners Scott Fairlie & Co

Port belonging to London

Destined Voyage

If Surveyed Afloat or in Dry Dock Ship "Gun Deck" Dry Dock

Scantlings of Timber.				Thickness of Plank.			
		Feet.	Inches.			Feet.	Inches.
Length aloft.....				Extreme Breadth.....			
Timber and Space..... each <u>16 1/2</u>				Outside.....			
Floors.....	<u>13 1/2</u> sided	<u>12</u>	<u>16</u>	Keel to Bilge.....	<u>10</u>	<u>5</u>	Inside.....
1 <sup>st</sup> Foothooks.....	<u>13 1/2</u>	<u>12</u>	<u>12 1/2</u>	Bilge Planks.....	<u>4</u>	<u>10</u>	Bilge Planks.....
2 <sup>nd</sup> Ditto.....	<u>11 1/2</u>	<u>12 1/2</u>	<u>11</u>	Bilge to Wales.....	<u>4</u>	<u>8</u>	Ceiling in Flat.....
3 <sup>rd</sup> Ditto.....				Wales.....	<u>7</u>	<u>6</u>	Ditto Bilge to Clamp.....
Top Timbers.....	<u>10</u>	<u>8</u>		Topsides.....	<u>4</u>	<u>6</u>	Hold Beam Clamps.....
Deck Beams.....	<u>11 1/2</u>	<u>8 1/2</u>		Sheer Strakes.....	<u>5</u>	<u>6</u>	Deck Beam Ditto.....
Hold Beams.....	<u>18</u>	<u>12</u>		Plank Sheers.....	<u>4</u>	<u>4</u>	Ceiling 'twixt Decks.....
Keel.....	<u>19</u>	<u>15</u>		Water-ways.....	<u>4</u>		Hold Beam Shelves.....
Kelsons.....	<u>15</u>	<u>28</u>		Upper Deck.....	<u>3</u>		Deck Beam ditto.....
Sister or.....	<u>16</u>	<u>22</u>		Lower Deck.....	<u>3</u>		Down 3 <sup>rd</sup> part of way.....
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.....	<u>N°</u>		Butt End Bolts.....		Deck Beam.....		
Floor Timber Bolts.....			Lower Pintle of the Rudder.....				
Kelson ditto.....					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 2.4.7 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Teak and are 1/4 free from all defects.

Her Floors and first Foothooks are composed of Teak Timber.

Her other Foothooks and Top Timbers of Teak

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. to the top height

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 Teak and the False Kelson of Teak

The Scarphs of the Kelsons are not less than 6 feet        inches. Bottom through way floor

The Deck and Hold Beams are composed of Teak

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       

The Sheer-strakes of       

The Gunwales of       

Water-ways of       

The Shifts of the Planking are not less than 6 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.

The Planking is wrought Three between.

Planking Inside.—The Clamps are composed of Teak

The Bilge Planks of Teak and the remainder of the Ceiling of Teak

Fastenings.—To Hold Beams 1.10/2 H.K. 1 H.K. Gun Deck 1.8 H.K. 1 H.K.

Deck Beams 1.6 H.K. 1 H.K. 6 pair Hanging Transoms 4 H.P. Deck 2

Number of Breasthooks 11 30 Pointers 3 Crutches 4 Transoms

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. (this the problem)

Bilge and Footwaling and 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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2531. Jan.

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	
	Fore Sails,		Chain .....		Bower,
	Fore Top Sails,		Hempen Stream Cable.....		Stream,
	Fore Topmast Stay Sails,		Hawser .....		Kedge,
	Main Sails,		Towlines .....		All of proper weight.
	Main Top Sails,		Warp .....		
	and		All of _____ quality.		

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan *good* and Rudder *good* } *6 Copper Pumps*  
*refitted* *Repacked* —

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

Is stated to have had damage repaired in 1815—  
Has had, at different times, the greater part of the Iron Kelson  
& Breast Hook Bolts either removed or additionally bolted with  
copper—

At the present time has been doubled from the keels  
to the Light Watermark with Three inch English Oak and  
from thence to the keel with Dantzian Deal—bolted on with  
Copper Bolts and Copper bolts 12<sup>ins</sup> long—Caulked throughout  
The Planks here on the Poop and Forecastle shifted—the ship has  
received a thorough overhaul at the present time

This is an extremely strong and heavy ship as it regards  
her inside Planking.—The Iron knees are of unusual size—  
Before she was doubled several Iron Bolts were driven  
out for examination and found to be in good condition  
There is no appearance of weakness or rotting in any  
part—

If Sheathed, Doubled, or Felted, *Doubled Felted & Coppered*  
and Date when last done *April 1836*

And *Law* of opinion this Vessel should be Classed *E 1*

The Amount of the Fee.....£ *3: 3: 0* is received by me, *[Signature]*

Committee Minute *27 May* 183*6*

Character assigned *E 1*

*[Signatures]*



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