

No. 2582 Survey held at London  
on the Sr Wizard

Date June 15<sup>th</sup> 1836 2582  
Master J Bell

Tonnage 101  
By whom built 56

Built at Chester

When built 1834

Owners Henry Louvi

Port belonging to London

Destined Voyage Mediterranean

If Surveyed Afloat or in Dry Dock Afloat

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

Scantlings of Timber.

Thickness of Plank.

						Outside.		Inside.	
			Inches.	Inches.	Inches.	Inches.		Inches.	
Timber and Space.....	each	12				Keel to Bilge .....		Foot Waling.....	
Floors.....	sided	8	Moulded	9		Bilge Planks .....		Bilge Planks .....	2
1 <sup>st</sup> Foothooks.....	"	7	"			Bilge to Wales .....		Ceiling in Flat .....	1 1/2
2 <sup>nd</sup> Ditto.....	"		"			Wales .....		Ditto Bilge to Clamp .....	1
3 <sup>rd</sup> Ditto.....	"		"			Topsides .....		Hold Beam Clamps .....	
Top Timbers .....	"	6	"	4 3/4		Sheer Strakes .....		Deck Beam Ditto.....	2
Deck Beams .Number of <u>Sixteen</u> .....	"	7	"	5 1/2		Plank Sheers.....	2 1/2	Ceiling 'twixt Decks .....	
Hold Beams ..Do. Do.....	"		"			Water-ways .....	2 1/2	Hold Beam Shelves .....	
Keel .....	"		"			Upper Deck .....	2	Deck Beam ditto .....	4 1/4
Kelsons .....	"	9	"	10					

Copper.

Size of Bolts in Fastenings.

Copper.

Iron.

		Inches.			Inches.			Inches.
Heel-Knee, and Dead Wood abaft .....			Bolts thro' the Bilge and Foot Waling .....			Hold Beam.....		
Scarpshs of Keel.....N <sup>o</sup> .			Butt End Bolts .....			Deck Beam .....		
Floor Timber Bolts.....			Lower Pintle of the Rudder .....					
Kelson ditto.....								
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 50 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are free from all defects.

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

Her other Foothooks and Top Timbers of ditto

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 not 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 not chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of none

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

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 English Elm

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

From the Light Water Mark to the Wales of ditto

The Wales and Black-strakes are of ditto

The Topsides of ditto

The Sheer-strakes of ditto

The Gunwales of English oak Water-ways of English oak

The Shifts of the Planking are not less than four 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 two & three between the Stringers of English oak

Planking Inside.—The Clamps are composed of English

The Bilge Planks of English oak and the remainder of the Ceiling of Oak & 3 strakes of fir below the clamp

Fastenings.—To Hold Beams

Deck Beams bolted to the shelf & the shelf bolted every second timber

Number of Breasthooks Three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Footwaling not 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 Middleton



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

2582. Jan.

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
<u>Two suits</u>						
Fore Sails,		<u>160</u>	Chain .....	<u>7/0</u>	<u>2</u>	Bower,
Fore Top Sails,		<u>100</u>	Hempen Stream Cable.....	<u>6 1/2</u>	<u>1</u>	Stream,
Fore Topmast Stay Sails,			Hawser .....		<u>1</u>	Kedge,
Main Sails,		<u>120</u>	Towlines .....	<u>4 1/2</u>		All of proper weight.
Main Top Sails,		<u>100</u>	Warp .....	<u>3</u>		
and			All of <u>good</u> quality.			

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

She has \_\_\_\_\_ Long Boat and Jelly boat

The present state of the Windlass is good Capstan none and Rudder good

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

Was built for a Yacht

The above is a sharp shallow vessel, materials appear of good quality is at the present time in good and efficient state of repair both in the hull & stores caulked from the keel to the Gunwale in May last

If Sheathed, Doubled, or Felted, Coppered over Paper  
and Date when last done May 1836

And Sam of opinion this Vessel should be Classed "10 A 1" Middleton

The Amount of the Fee.....£ : 10 : 6 is received by me, [Signature]

Committee Minute 21 June 1836

Character assigned A 1 for 10 years [Signature]



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