

No. 2615 Survey held at LondonDate July 2nd18362615on the Bark Kent

Master

EBailesTonnage 372

Built at

DoverWhen built 1803

By whom built

Owners

EBailes

Port belonging to

London

Destined Voyage

Quebec

If Surveyed Afloat or in Dry Dock

Mr Lewis Dry DockSee Annual Survey No 2656

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

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>12 1/2</u>		
Floors..... <u>Hussey</u> sided	<u>8</u>	Moulded <u>10</u>	
1 st Foothooks..... "	<u>7 1/2</u>	" <u>8</u>	
2 nd Ditto..... "	"	"	
3 rd Ditto..... "	"	"	
Top Timbers..... "	"	"	
Deck Beams..... "	<u>10</u>	" <u>8 1/2</u>	
Hold Beams..... "	<u>11</u>	" <u>10</u>	
Keel..... "	"	" <u>9</u>	
Kelsons..... "	<u>11</u>	" <u>11</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3</u>
Bilge Planks	<u>2</u>	Bilge Planks	<u>3</u>
Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2</u>
Wales	<u>3</u>	Ditto Bilge to Clamp	<u>2</u>
Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3</u>
Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2</u>
Water-ways	<u>4</u>	Hold Beam Shelves	
Upper Deck	<u>3</u>	Deck Beam ditto	
Lower Deck	<u>3</u>	2 Strakes 1 st Head	<u>3</u>
Bottom	<u>4</u>		

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.....				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 57 1/4 Inches. The Space between the Top-timbers is not known Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are off free from all defects.

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

Her other Foothooks and Top Timbers of Not seen reported to be good

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 squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared

The alternate Frames are bolted together. The 1st Foothooks are cross chocked under the Kelson

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

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

The Deck and Hold Beams are composed of English & African Oak & Fir

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 English Oak & Pitch Pine

The Topsides of Pitch Pine

The Sheer-strakes of Pitch Pine

The Gunwales of Eng & Afr Oak

Water-ways of English Oak

The Shifts of the Planking are not less than 5 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 three between the Stringers of

Planking Inside.—The Clamps are composed of Oak

The Bilge Planks of Oak and the remainder of the Ceiling of Oak & Fir

Fastenings.—To Hold Beams Iron Hanging Bolting have 4 P^{ts} each Standards & 4 P^{ts} Futtock Rides

Deck Beams 2 6ⁱⁿ Digger Nails & 4 P^{ts} Staple Standards

Number of Breasthooks 1 Pointers 2 P^{ts} Hanson Nails Crutches

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

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship

originally 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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Lloyd's Register
Foundation

2615. *Lans*

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. *Seal Lower Masts & Bowsprit*

She has SAILS. CABLES, &c. ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
/	Fore Sails,		Chain <i>See length of wire</i>		Bower,
/	Fore Top Sails,	120	Hempen Stream Cable.....	7 1/2	Stream,
/	Fore Topmast Stay Sails,	120	Hawser	5 1/2	Kedge,
/	Main Sails,	120	Towlines	4	All of proper weight,
/	Main Top Sails,		Warp		
	and <i>no new suit making</i>		All of <u>good</u> quality.		

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

She has One Long Boat and Two others

The present state of the Windlass is good Capstan good and Rudder good - Iron Pumps
overhauling

General Remarks—Statement and Date of Repairs.

At the present time woodsheathing remains split and caulked. Decks upper works and wales caulked and the keel generally overhauled but no extensive repairs done. Slight space of Plank shifted aloft. This timber described to be in good condition. One lower Deck Beam completed.
In 1820 In 1820. Is described to have been raised & had new Decks and upper works and subsequently (about 1828 or 9) new Stern Frame—

The Decks are in fair order—The topside appears to have caulked well & the fastenings appear to be in fair condition—The fore step has a suspicious appearance ~~caulked~~ for the present—recommended Mr Bailes to put a Riding Keelson in at the first opportunity—Had a piece cut out and tried the caulking of the Main Bottom which appears to be in fair condition—The general appearance is firm—
July 13. I have again examined this Ship—several pieces have cut out of the Ceiling at about the 1st Head—The Timbers there appear to be sound & give she appears to have received repairs of the nature and extent described in the Bill produced and the accompanying letter, The Ceiling has evidently been shifted at no very distant period—from the Keelson up to above the 1st Foremast Head—If the Deck fastenings were renewed in 1830 which seems to have been the case I am of opinion that she should be classed A.
Geo Bayley

If Sheathed, Doubled, or Felted, Woodsheathed & Felted
and Date when last done 1830? 1830/3

And I am of opinion this Vessel should be Classed A

The Amount of the Fee.....£ 2: 2: 0 is received by me, Office

Committee Minute 8 July 1836

Character assigned F, 1

Upper Deck Beams fastenings since 1820.

G. S. 4
Comm. Min. 28 July 1836.
To be continued F. 1.
J. P. H.

Comm. Min 14 July 1836.
raised to B, 1

