

No. 2642 Survey held at London  
on the Bk Fairlie

Date July 5<sup>th</sup> 1836  
Master H. Ayer

Tonnage 736 Built at Calcutta

When built 1812

By whom built

Owners Wm. Ward

Port belonging to London

Destined Voyage Habit Town

If Surveyed Afloat or in Dry Dock Afloat

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

Scantlings of Timber.

	Inches	Inches	Inches
	Middl.	Ends	
Timber and Space..... each	<u>13 1/2</u>		
Floors..... sided	<u>12</u>	<u>Moulded 15</u>	
1 <sup>st</sup> Foothooks..... "	<u>12</u>		
2 <sup>nd</sup> Ditto..... "	<u>9 1/2</u>	<u>8 1/2</u>	
3 <sup>rd</sup> Ditto..... "			
Top Timbers..... "	<u>8 1/2</u>	<u>7</u>	
Deck Beams..... Number of	<u>10</u>	<u>9</u>	
Hold Beams..... Do. Do.	<u>12 1/2</u>	<u>12</u>	
Keel..... "			
Kelsons..... "	<u>16</u>	<u>12</u>	
	<u>16</u>	<u>10</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>10</u>
Bilge Planks.....		Bilge Planks.....	<u>7</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>3 1/2</u>
Wales.....		Ditto Bilge to Clamp.....	<u>3 1/2</u>
Topsides.....		Hold Beam Clamps.....	<u>3 1/2</u>
Sheer Strakes.....		Deck Beam Ditto.....	<u>5 1/2</u>
Plank Sheers.....	<u>4</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>4 6 1/2</u>	Hold Beam Shelves.....	<u>9</u>
Upper Deck.....	<u>7 1/4</u>	Deck Beam ditto.....	<u>7 1/2</u>
		Spirkotting.....	<u>3 1/2</u>

Size of Bolts in Fastenings.

	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....		
Scarp of Keel..... N <sup>o</sup> .		
Floor Timber Bolts.....		
Kelson ditto.....		
Transoms and throats of Hooks.....		
Arms of Hooks.....		
	Bolts thro' the Bilge and Foot Waling.....	Hold Beam.....
	Butt End Bolts.....	Deck Beam.....
	Lower Pintle of the Rudder.....	
		same in Iron above the Copper.....

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

Her Floors and first Foothooks are composed of Teak 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 fairly squared from the first Foothook Heads upwards, and is 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 Teak and the False Kelson of Teak

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

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 Teak

The Wales and Black-strakes are of ditto

The Topsides of ditto

The Sheer-strakes of ditto

The Gunwales of ditto Water-ways of Teak

The Shifts of the Planking are not less than five Feet six 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 on iron hanging knees and double stringer above

Deck Beams on lodging on hanging iron knees & waterway. Lower deck beams fastened the same

Number of Breasthooks Seven Pointers Three aft Crutches Two aft

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

Bilge and Footwaling part copper & iron 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



2642 Lm.

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. Foremast, Mizzen mast & Truss post teak  
Mainmast Pine

She has SAILS.

CABLES, &amp;c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
3	Fore Sails,	240	Chain .....	1 5/8	Bower,
3	Fore Top Sails,	100	<del>Chain</del> <u>Hemp</u> Stream Cable.....	1	Stream,
2	Fore Topmast Stay Sails,	200	Hawser .....	7	Kedge,
2	Main Sails,	100	Towlines .....	9 1/2	All of proper weight.
3	Main Top Sails,		Warp .....		
	and <u>well found in small</u> <u>sails</u>		All of _____ quality.		

Her Standing and Running Rigging is hemp sufficient in size and good in quality.She has Jelly boat Long Boat and Two quarter boatsThe present state of the Windlass is none Capstan patent and Rudder good**General Remarks—Statement and Date of Repairs.**

This vessel the latter part of 1832 was doublet to the wales over felt, several of the iron fastenings driven out and refastened with copper as well as the doubling copper fastened,  
In 1835 had ~~the~~ new upper strake of wales new ~~old~~ beam fastenings and doublet from the bottom to the new strake  
At the present time new plank in the deck next the waterway & decks caulked, also been in the dry dock bottom examined, and copper patched  
Her appearance is very favorable no appearance of working or decay and is in every high state of repair & efficiency both as regards the hull & stores, and I am of opinion is fit for the safe conveyance of dry & perishable cargoes—

If Sheathed, Doubled, or Felted, Coppered over doubling in  
and Date when last done latter part of 1832And I am of opinion this Vessel should be Classed "A, 1"

The Amount of the Fee.....£ 3 : 3 : is received by me,

Committee Minute 22 July 1836Character assigned A, 1.

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