

No. 2692 Survey held at Londra Date 10 August 18 36 2692
on the Atlantic Ocean Master Marrison
Tonnage 392 Built at Pigeon Island Philadelphia When built about 40 years old
By whom built _____ Owners Blackburn
Port belonging to Londra Destined Voyage Zuisee
If Surveyed Afloat or in Dry Dock Afloat

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

Scantlings of Timber.

	Feet.	Inches.	Inches.	Inches.
Timber and Space.....	each			
Floors.....	sided	Moulded		
1 st Foothooks.....	"	"		
2 nd Ditto.....	"	"		
3 rd Ditto.....	"	"		
Top Timbers.....	"	"		
Deck Beams.....	Number of	"		
Hold Beams.....	Do. Do.	"		
Keel.....	"	"		
Kelsons.....	"	"		

Thickness of Plank.

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

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.....	
Scarpns of Keel.....	N ^o .	Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....				same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & Foreign Oak and are free from all defects. Condition doubtful
Her Floors and first Foothooks are composed of _____ Timber.
Her other Foothooks and Top Timbers of Part English Part Foreign Oak
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 _____ 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 as yet could not be seen and the False Kelson of _____

The Scarpns of the Kelsons are not less than _____ feet _____ inches.

The Deck and Hold Beams are composed of English & Foreign Oak & Birch

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 Mostly English Oak. Some foreign

The Topsides of _____

The Sheer-strakes of English Oak

The Gunwales of do do Water-ways of Pine

The Shifts of the Planking are not less than _____ 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 various between.

Planking Inside.—The Clamps are composed of _____ the Stringers of _____

The Bilge Planks of _____ and the remainder of the Ceiling of Foreign English oak

Fastenings.—To Hold Beams Two wooden pins & some hanging from beams

Deck Beams One wooden pin & some hanging from beams

Number of Breasthooks five Pointers two Crutches one

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

Bilge and Footwaling copper 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

Amstey



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

2692. Lon.

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	200	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable.....	7	1	Stream,
3	Fore Topmast Stay Sails,	100	Hawser	6	1	Kedge,
1	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,		Warp			
and			All of <u>good</u> quality.			

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has one Long Boat and two others

The present state of the Windlass is good Capstan _____ and Rudder good

General Remarks—Statement and Date of Repairs.

The Hull generally is in a very worn delapidated state defects apparent in every part - the fastenings of the hold beam knees are loose and the beams had worked much on the clamps the Brassprit beam and several others of the upper deck beams are some broken others sprung & the deck sagged down, the ceiling below the hold beams is in a bad state, the Breast Hooks had worked and the ship is loose in all her fastenings at the bows and evidently had made a large quantity of water at that part on her last passage, the Outside plank is in an indifferent state, seams are large, lots large & open and the ship altogether in a very inefficient condition

Repairs

Stated to have been lengthened & largely repaired in 1812
1823 Several new floors & many new futtocks
1830 New sheathed & fitted
1833 New stowways Plank sheers & sheers hooks
1834 Some new beams
1835 New new masts, on Plank in topsides In her present
If Sheathed, Doubled, or Felted, sheathed & fitted

and Date when last done 1830

And Iron of opinion this Vessel should be Classed I 1

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

Committee Minute 12 August 1836

Character assigned I 1

Condition same of opinion
She is only fit for the
conveyance of cargoes not
liable to sea damages on
short voyages



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