

No. 2696 Survey held at London Date July 11th 1836 2696
 on the Bark Venilia Master _____
 Tonnage 369 Built at Hull When built 1807
 By whom built _____ Owners T Ward
 Port belonging to London Destined Voyage Dublin
 If Surveyed Afloat or in Dry Dock Mr Blackett's Dry Dock

Scantlings of Timber.				Thickness of Plank.				
	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length aloft.....			Extreme Breadth			Depth of Hold		
Timber and Space.....	each	14 1/4				Keel to Bilge		
Floors.....	sided	9 1/2	Moulded	15		Bilge Planks	4	
1 st Foothooks.....	"	9	"			Bilge to Wales		
2 nd Ditto.....	"		"			Wales	5	
3 rd Ditto.....	"		"			Topsides	3	
Top Timbers	8' 10"		5 1/2			Sheer Strakes	3	
Deck Beams	9' 10"		8 1/2			Plank Sheers.....	4	
Hold Beams	12		12			Water-ways	8	
Keel						Upper Deck	3	
Kelsons	14		14			Lower Deck	3	
Riding on	10		11					

Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel.....N°.		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—5 Inches. The Space between the Top-timbers is 5—5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Oak and are free from all defects.

Her Floors and first Foothooks are composed of Oak Timber.

Her other Foothooks and Top Timbers of 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 well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is the same in those parts which could be seen

The alternate Frames are _____ bolted together. appear to be framed every timber

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is _____ choaked with _____ Butt at each end of the chock. 1st Futtocks cross choaked under the keels on

The Main Kelson is composed of Oak and the False Kelson of Oak

The Scarphs of the Kelsons are not less than 5 feet 3 inches. bolted through every floor

The Deck and Hold Beams are composed of Oak

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 Oak & African

The Topsides of Fir

The Sheer-strakes of Oak & Fir

The Gunwales of African Water-ways of Fir

The Shifts of the Planking are not less than 5 1/2 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 2 & 3 between, the Stringers of _____

Planking Inside.—The Clamps are composed of Oak

The Bilge Planks of Fir and the remainder of the Ceiling of Oak, Fir, Pine & Deal

Fastenings.—To Hold Beams 2 1/2 bolts 5 prs 1 1/2 in. Decks or Staples Stained to every Beam

Deck Beams 5 1/2 bolted Laying & 7 wood hanging used

Number of Breasthooks 7 Pointers _____ No Crutches 2 Iron ones

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

Bilge and Footwaling is bolted through and clenched. Copper

General Quality of Workmanship Rough

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name _____
 Surveyor's Name George Bayley

9240-6659-0478

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. (overhauling) 2696 ton.

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .	Fathoms.	inches.	N ^o .		
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 good Capstan _____ and Rudder good

General Remarks—Statement and Date of Repairs.

It is stated to have had nearly all new wales in 1824—a large repair in 1825—& ~~in 1822~~ New Decks and an extensive repair in 1832—She has evidently had new keels, Topsides, Plank sheen, Watertight & Decks within the last few years—and received at various times very heavy repairs.

At the present time the Decks have been caulked—The Wood sheathing, spliced & caulked—The wales & upperworks caulked—The siding extensively repaired and the Bowspur Beam Clamped.

This vessel appears to have been originally built for the service—Her general appearance about the fastenings is fair—The lip of the Midshipscarp of the main keelson has a very suspicious appearance—

Now the frame under the hold beams in the absence of Mr Bayley which is sound

Aug 17. 1836. I have seen the Bills for the repairs in 1832. At that time the Deck fastenings were renewed & the Bills amounted to near £2000.

If Sheathed, Doubled, or Felted, Wood sheathed & Felted
and Date when last done 1832

And I am of opinion this Vessel should be Classed E George Bayley

The Amount of the Fee.....£ 2 : 2 : - is received by me, at office

Committee Minute 18 August 1836.

Character assigned A1



© 2009

Lloyd's Register
Foundation