

No. 350 Survey held at London Date 19<sup>th</sup> March 1846 2811  
on the Trig Pioneer Master Swettenham  
Tonnage 112 Built at G'Furnmouth When built 1833  
By whom built J. Pustow Owners Turner  
Port belonging to Wynmouth Destined Voyage Naples  
If Surveyed Afloat or in Dry Dock Afloat  
Seen London Survey by Mr. Middleton annexed

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>21</u>		
Floors.....	sided <u>8 1/2</u>	Moulded	
1 <sup>st</sup> Foothooks.....	" <u>8</u>	"	
2 <sup>nd</sup> Ditto.....	"	"	
3 <sup>rd</sup> Ditto.....	" <u>no openings</u>	"	
Top Timbers.....	"	"	
Deck Beams.....	Number of <u>8</u>	"	<u>8</u>
Hold Beams.....	Do. Do. <u>8</u>	"	<u>8</u>
Keel.....	"	"	
Kelsons.....	" <u>10 1/2</u>	"	<u>11 1/2</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	<u>3</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2</u>
Wales.....		Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....		Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways.....	<u>5</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>2 1/2</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 <sup>o</sup> .	Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....	<u>Sufficient</u>	Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ 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 White Pine

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 square 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 Foreign Oak and the False Kelson of \_\_\_\_\_

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

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 \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of Coppered to the Stake below the wales which is African

The Wales and Black-strakes are of English Oak

The Topsides of do do

The Sheer-strakes of English African Oak

The Gunwales of English Oak Water-ways of Pine

The Shifts of the Planking are not less than 364 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 between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of \_\_\_\_\_

The Bilge Planks of English Oak and the remainder of the Ceiling of Same

Fastenings.—To Hold Beams two wood lagging knees

Deck Beams two one iron hanging big knees

Number of Breasthooks three Pointers none Crutches none

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 good

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

Builder's Name \_\_\_\_\_

Surveyor's Name P. Conway



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LON600-0013



2811 *Jon*Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

She has SAILS.

CABLES, &amp;c.

ANCHORS.

N <sup>o</sup> .		Fathoms		Inches.	N <sup>o</sup> .	
2	Fore Sails,	80	Cham	7 1/2	2	Bower,
1	Fore Top Sails,	100	Hemp	9	1	Stream,
2	Fore Topmast Stay Sails,	78	Hempen Stream Cable.....	5 1/2	1	Kedge,
1	Main Sails,	80	Hawser .....	5		All of proper weight.
2	Main Top Sails,		Towlines .....			
and			Warp .....			
			All of <u>good</u> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and good in quality.She has One Long Boat and \_\_\_\_\_The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good**General Remarks—Statement and Date of Repairs.**

The frame where seen, beams Hooks parsoms are not thoroughly  
 secured and free from sap, the plank inside is of fair  
 quality, the outside is good, and well wrought, she is fairly  
 fastened - she had been on shore I believe on her first -  
 voyage the humails amiships appear to have been knocked  
 out on that that occasion and two iron futtock rollers on  
 each side put in, hence I conclude she had been hogged  
 the floor timbers appear sound at the lumber openings,  
 the Nelson is sprung notice of the same given to the Master.

If Sheathed, Doubled, or Felted, Copperedand Date when last done yr 1834

And \_\_\_\_\_ of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ 10-6 is received by me, at the Office by N. Middleton  
 as per annexed SurveyCommittee Minute 27 Sept<sup>r</sup> 1836Character assigned Tell me particulars of the Ship & leave Character  
Blank until Repairs are done  
Strike the Curves

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