

No. 2819 Survey held at London Date August 9<sup>th</sup> 1836 2819  
 on the Bark Resource Master \_\_\_\_\_  
 Tonnage 417 Built at Calcutta When built 1805  
 By whom built \_\_\_\_\_ Owners J Ward  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Blacketts Dock & Afloat

Length aloft.....		Feet. Inches.		Extreme Breadth .....		Feet. Inches.		Depth of Hold .....		Feet. Inches.	
<b>Scantlings of Timber.</b>											
Timber and Space.....	each	12 1/2									
Floors.....	sided			Moulded							
1 <sup>st</sup> Foothooks.....	"			"							
2 <sup>nd</sup> Ditto.....	"	8 1/2	9	"	8 1/2						
3 <sup>rd</sup> Ditto.....	"			"							
Top Timbers .....	"	8	8 1/2	"	5 1/2						
Deck Beams .....	"	9 1/2		"	6 1/2						
Hold Beams .....	"	11 1/2		"	7 1/2						
Keel .....	"			"							
Kelsons .....	"	12 1/2		"							
<b>Thickness of Plank.</b>											
<b>Outside.</b>						<b>Inside.</b>					
Keel to Bilge .....						Foot Waling...	1 1/2	1 5/8	1 1/4		
Bilge Planks .....						Bilge Planks .....				5	
Bilge to Wales .....					4	Ceiling in Flat .....				3	
Wales .....					5	Ditto Bilge to Clamp .....				3	
Topsides .....					2 1/2	Hold Beam Clamps .....				3 1/2	
Sheer Strakes .....					3	Deck Beam Ditto.....				4	
Plank Sheers.....					3	Ceiling 'twixt Decks .....				2	
Water-ways .....					4	Hold Beam Shelves .....				14 x 10	
Upper Deck .....					3	Deck Beam ditto .....					
Lower Deck .....					3	Lower D <sup>g</sup> Spunketting .....				3 1/2	
Bottom .....					7	Ceiling from 1 <sup>st</sup> d <sup>g</sup> up .....				3 1/2	
<b>Size of Bolts in Fastenings.</b>											
<b>Copper.</b>						<b>Iron.</b>					
Heel-Knee, and Dead Wood abaft .....						Bolts thro' the Bilge and Foot Waling.....					
Scarpns of Keel.....	N <sup>o</sup> .					Butt End Bolts .....					
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 3 1/4, 4, 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Teak and are aff<sup>ly</sup> free from all defects.

Her Floors and first Foothooks are composed of Teak Timber.

Her other Foothooks and Top Timbers of Teak

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

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. Bolted thro every floor

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 \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_

The Gunwales of Teak Water-ways of Teak, Lower d<sup>g</sup> Teak

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 Teak

**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 Shelf & Iron Hanging Nails

Deck Beams 5<sup>th</sup> Iron Lodging Nails & Iron Hanging Nails

Number of Breasthooks 6<sup>th</sup> 3<sup>rd</sup> 2<sup>nd</sup> 1<sup>st</sup> Pointers 2 Crutches 2 Transoms

Butts End Bolts are of Iron 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 Fair

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

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

Surveyor's Name George Bayley



2819 *Jon* *Letting out in London Dock*

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,	200	Chain .....	1 3/4		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 \_\_\_\_\_ Capstan *good* and Rudder *good* - *2 Seal Pumps*

**General Remarks—Statement and Date of Repairs.**

*Is described to have had part new wales and a great repair in 1819 & some repairs in 1828—*

*At the present time has been doubled from the wales to the keel with 3" *Quartz* in Deal, Treenailed and bolted through with Copper Bolts—Wales doubled with African Oak—It is proposed to put in 4 additional pairs of staple standards and several iron hanging knees to lifted Deck*

*Has been caulked throughout and generally overhauled.*

*The Frame appears to be sound and in good condition in all places where it could be seen—It has been sound in all the fastenings which have now been put in—The floors could not be seen on account of the water-casks and board remaining in her.*

If Sheathed, Doubled, or Felled, *Doubled Felled & Copied*

and Date when last done *August 1836*

And *I am* of opinion this Vessel should be Classed *A.*

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, *George Bayley*

at the Office *2 Nov. 1836*

Committee Minute *30 September 1836*

Character assigned *A.*



© 2019

Lloyd's Register  
Foundation

*Surgeon to fill in stores - 20 Sept*