

No. 204 Survey held at London Date Oct 10 1836 2840  
on the Barb Asia Master Wilson  
Tonnage 155 Built at Whitby When built 1813  
By whom built Chapman & Co Owners Chapman & Co  
Port belonging to London Destined Voyage Libration  
If Surveyed Afloat or in Dry Dock (During repairs & since afloat)

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	13 1/2		
Floors..... sided	14	Moulded	13
1 <sup>st</sup> Foothooks.....	"	"	"
2 <sup>nd</sup> Ditto.....	12 1/4	"	8 1/2
3 <sup>rd</sup> Ditto.....	10 1/2	"	5 1/2
Top Timbers.....	11 1/2	"	10 1/2
Deck Beams.....	12 1/2	"	12
Hold Beams.....	12	"	16 1/2
Keel.....	"	"	"
Kelsons.....	"	"	"

Thickness of Plank.

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

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.....	
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 0—2 Inches. The Space between the Top-timbers is 2—4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are appx free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English 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 not squared from the first Foothook Heads upwards, and not 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 Oak and the False Kelson of                     

The Scarphs of the Kelsons are not less than 5 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 Oak

The Wales and Black-strakes are of                     

The Topsides of                     

The Sheer-strakes of African

The Gunwales of                      Water-ways of                     

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 irregularly 2 between. the Stringers of                     

**Planking Inside.**—The Clamps are composed of English Oak

The Bilge Planks of Oak & Teak and the remainder of the Ceiling of Oak

**Fastenings.**—To Hold Beams 2. 8 1/2 L.R. 6 pair of Deck & 6 pair Hanging Standards

Deck Beams 6 1/2 L.R. 11 1/2 with an Iron Hanging Standard to about alternate Beams

Number of Breasthooks 6 Pointers 2 Crutches 2 Transoms 2

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

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship Originally Fair

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

Builder's Name                     

Surveyor's Name George Bayley



2840 Ton

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

New Foremast Mar 1836

She has SAILS.

CABLES, &amp;c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Chain	Stream	Inches.	N <sup>o</sup> .	
2	Fore Sails,	220	Chain	.....	1 1/2	3	Bower,	
2	Fore Top Sails,	88	Hemp	Stream Cable	.....	7	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	.....	5	2	Kedge,	
2	Main Sails,	100	Towlines	.....	4			All of proper weight.
2	Main Top Sails,		Warp	.....				
	and well found in other respects		All of	good	quality.			

Her Standing and Running Rigging is Strong sufficient in size and good in quality.She has One Long Boat and Two others underThe present state of the Windlass is good Capstan good and Rudder good Pumps good**General Remarks—Statement and Date of Repairs.**

In 1827. Is stated to have had new Decks, rails and upperworks  
In 1830 - Rails Doubled

In March 1836 Had 6 additional Stakes of doubling wrought  
the upper course retreecaled through the doubling. Butts all  
rebolted - 3 Extra Futtock Rides each side. Floor Rides forward  
one half beam & new wood lodging knees & don't hanging knees  
the Deck and Hold beams additionally fastened. nearly all  
new Stanchions and thoroughly overhauled aloft.

Has in all 6 Pair of Futtock Rides

At the present time has had lower Deck laid for troops  
She is in very good condition, and does not appear  
to have moved upon her fastenings since the  
repair in March

If Sheathed, Doubled, or Felted, W. F. Loppend & Ballantyneand Date when last done 1833And Sam of opinion this Vessel should be Classed F. 1

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

at the Office

Committee Minute 11 October 1836Character assigned F. 1

© 2019

Lloyd's Register  
Foundation