

No. 2071 Port of London Date Dec 18 1874 289
 Survey of the Bar Sea Master A. R. Fraser
 Tonnage 459 Owners Shepherd & Co Port belonging to London
 By whom built Barnard Ho Where built London When built 1804
 Destined Voyage See annexed Survey

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold		Bilge to Wales	4	Ceiling below Hold Beams	3
Rake of Stem		Lower Hold		Short Hoods			
D° of Stern Post.....		Between Decks		Bilge Planks		4 3	
Extreme Breadth				Bilge to Keel		Clamps and Bilge Planks.....	4
				Wales	5	Upper Deck Clamps and	3
				Topsides		Spirketting	
				Shear Strake			
				Plank Shears	4	Twixt Deck Ceiling	3

Scantling of Timber.				
	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each	14			Bay Oak
Floors in the middle		13 1/2		
at the ends				
1st Foothooks				
2nd Foothooks				
3rd Foothooks				
Top Timbers				
Deck Beams.....Middle.....		10	7	"
at the Ends.....				
One holding.....Knees		6		Bay Oak
One hanging.....Middle.....		13	11	"
at the Ends.....				
Two holding.....Knees		8		"
Main Kelson		14	14	"
Scarpis of Kelson		12	12	"

Decks.	
Thickness.....	Inches.
Water Ways	3

Bolts.	
	Inches.
Heel, Knee, and Dead Wood } abaft	
Scarp of the Keel	
Kelson Bolts	
Bolts thro' the Bilge and Foot } Waling	
Butt Bolts	
Hold Beam Bolts	
Hooks forward at throat	
Hooks forward at arms	
Transoms	
Lower Pintle of the Rudder ..	

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name George Bayley

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit		
Foremast		
Main Mast		
Mizen Mast		

Sails.

N°.		N°.
	Fore Topmast Stay Sails.....	
	Fore Sail	
	Fore Topsails	
	Main Sails	
	Main Top Sails.....	
	And is generally well found in other sails. }	

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....	220	
Hawser.....	60	
Towlines	120	6
1st Warp	130	5
2nd D°		

Anchors.

N°.	
3	Bower
1	Stream
1	Kedge

Boats.

Number and Description.
Long Boat
Private
Boat

Standing and Running Rigging is all found to be sufficient in size, and good in quality. }

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

Owner's Name

Nautical Surveyor's Name



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SURVEYOR'S REMARKS.

Timbering.

The Quality,

Squaring, and

Workmanship.

In the Liners the frame appears to be in good condition. The timbers in wake of the Channel Posts are very in different & many of them decayed. Transoms & Posts & Timbers shafts in different.

Planking.

Outside and Inside

Quality, Edging,

and Workmanship.

originally of good quality well laid & wrought. It is now in moderate condition aloft.

Fastenings.

If Sheathed,

Doubled, or

Felted.

P.F. 1833-
Copper - Coppered & Wood Sheathed Apr 1833-
6 Bunt Hooks and 2 Larkings on each Bow
2 Pointers Transom Knee & Clutch. Hold Braces
11 Key 10 secured with an Iron Lodging & Hanging Knee
3 Pair Rides - Standard on each of the Lower Deck Braces

Repairs.

Has had repairs at various times - Recently has had two upper & lower Piece of stems - at the present time has had 2 + 4" up Oak Plank wrought outside to receive the Chain Bolts, and up and down pieces inside between decks to clench the Bolts upon - Three Pair of Iron Rides 13.5 feet long abreast of the Rigging - Topsides caulked & Copper repaired - Some planks shifted in Deck

General Observations

and Opinion as

required by the

Instructions.

The repair to this vessel is very inefficient. Short Chock Pieces 2 to 3 feet having been put in wake of Chain Bolts. Notice in writing was given to the Owner during the progress of the above repairs but he declined going to any greater extent. Under the circumstances I am of opinion that she is only fit to carry cargoes not liable to sea damage for short voyages.

Surveyed in Dock
& Afloat

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

Committee Minute

25 October

1836

Character assigned

F 1.

M. J.

See annexed Survey
24 Oct 1836



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