

No. 3112 Survey held at London Date Dec 14th 1836 3002
on the Bk Georgetown Master P. Simpson
Tonnage 412 Built at Isle of Man When built 1836
By whom built J. Taggart Owners Anderson & Smith
Port belonging to Glasgow Destined Voyage Demerara
If Surveyed Afloat or in Dry Dock Afloat London Dock

Length aloft.....	Feet. <u>106</u> Inches.	Extreme Breadth	Feet. <u>23</u> Inches.	Depth of Hold	Feet. <u>19</u> Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each <u>14</u>	Inches. Middle Ends.	Outside.	Inches.	Inside.
Floors.....	sided <u>13</u>	Moulded <u>14</u>	Keel to Bilge		Foot Waling..... <u>4</u>
1 st Foothooks.....	" <u>12 1/2</u>	"	Bilge Planks		Bilge Planks
2 nd Ditto.....	"	"	Bilge to Wales		Ceiling in Flat
3 rd Ditto.....	" <u>9 1/2</u>	" <u>8</u>	Wales		Ditto Bilge to Clamp
Top Timbers	" <u>9</u>	" <u>6</u>	Topsides		Hold Beam Clamps
Deck Beams	Number of <u>Twenty-two</u>	" <u>10 1/2</u>	Sheer Strakes		Deck Beam Ditto.....
Hold Beams	Do. Do. <u>Eighteen</u>	" <u>11 1/2</u>	Plank Sheers.....	<u>4 1/2</u>	Ceiling 'twixt Decks
Keel	" <u>15 1/2</u>	" <u>18</u>	Water-ways	<u>5</u>	Hold Beam Shelves
Kelsons	" <u>15</u>	" <u>9 1/2</u>	Upper Deck	<u>3</u>	Deck Beam ditto
Rudder					
Size of Bolts in Fastenings.			Iron.		
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 ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts.....		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 1 1/4 Inches. The Space between the Top-timbers is 48 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Foreign Oak and are free from all defects.
Her Floors and first Foothooks are composed of Stettin Oak Timber.
Her other Foothooks and Top Timbers of Ditto
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 10 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 not chocked with _____ Butt at each end of the chock.
The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak
The Scarphs of the Kelsons are not less than _____ feet _____ inches.
The Deck and Hold Beams are composed of Foreign Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of stated to be American Elm
From the first Foothook Heads to the Light Water Mark of stated to be Stettin Oak
From the Light Water Mark to the Wales of Ditto
The Wales and Black-strakes are of Foreign White Oak
The Topsides of Pitch Pine
The Sheer-strakes of Foreign Oak
The Gunwales of Ditto Water-ways of Pitch Pine
The Shifts of the Planking are not less than four 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 Three between the Stringers of Pine

Planking Inside.—The Clamps are composed of Yellow Pine
The Bilge Planks of Foreign Oak and the remainder of the Ceiling of Fir
Fastenings.—To Hold Beams staple lodging over knees, shelf & staple standards, alternate beam
Deck Beams staple lodging over knees shelf & staple standards every alternate beam
Number of Breasthooks Five Pointers _____ Crutches _____
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 W. Middleton
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LON600 0220
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

3002 *Sen*

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain	1 3/4	2	Bower, <i>Now 3 Bowers</i>
2	Fore Top Sails,	90	Hempen Stream Cable.....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	5	2	Kedge,
1	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	100	Warp	4		
	and <i>well found</i>		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 Skiff

The present state of the Windlass is Patent Capstan good and Rudder good

General Remarks—Statement and Date of Repairs.

Is built of large scantling and the materials appear of good quality is well fastened at the upper & lower deck beams, and the breastschoes of large dimensions, is deficient in fastenings aft having neither pointers or crutches which the Owners promises to have done on her return from her present voyage

** Dec^r 29th 1836 Has the third bower anchor on board*
Wm.

If Sheathed, Doubled, or Felted, Coppered over Paper
and Date when last done August 1836

And I am of opinion this Vessel should be Classed 7 A 2

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, at the Office 13 Dec^r.
£ 3 " 3 " 0 " " at the Office 28th Dec^r.
5 5 " 0

Committee Minute 16 Dec^r 1836

Character assigned * A 21 for 7 years
Wm. *SR*

