

No. 3322 Survey held at London  
on the St. Albion

Date April 26<sup>th</sup> 1887 3322  
Master Wm. Ball

Tonnage 79 Built at Plymouth When built 1836  
By whom built Barth Owners Ball & Barth  
Port belonging to Plymouth Destined Voyage \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft.....			Extreme Breadth.....			Depth of Hold.....																																																					
Feet.   Inches.			Feet.   Inches.			Feet.   Inches.																																																					
Scantlings of Timber.						Thickness of Plank.																																																					
Timber and Space.....			Floors.....			1 <sup>st</sup> Foothooks.....			2 <sup>nd</sup> Ditto.....			3 <sup>rd</sup> Ditto.....			Top Timbers.....			Deck Beams.....			Hold Beams.....			Keel.....			Kelsons.....																																
each			sided			" "			" "			" "			" "			" "			" "			" "			" "																																
10 1/2			8 1/2			9			8			8			7 1/2			7 1/2			7 1/2			11			12																																
Moulded			" "			" "			" "			" "			" "			" "			" "			" "			" "																																
Outside.						Inside.																																																					
Keel to Bilge.....						Bilge Planks.....						Bilge to Wales.....						Wales.....						Topsides.....						Sheer Strakes.....						Plank Sheers.....						Water-ways.....						Upper Deck.....											
Foot Waling.....						Bilge Planks.....						Ceiling in Flat.....						Ditto Bilge to Clamp.....						Hold Beam Clamps.....						Deck Beam Ditto.....						Ceiling 'twixt Decks.....						Hold Beam Shelves.....						Deck Beam ditto.....											
2 1/2						3						2						2												2 1/2						2 1/2						3 1/2						2 1/2						6					

<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>			<b>Copper.</b>			<b>Iron.</b>		
Inches			Inches			Inches			Inches		
Heel-Knee, and Dead Wood abaft			Bolts thro' the Bilge and Foot Waling			Hold Beam					
Scarphs of Keel	N <sup>o</sup> .		Butt End Bolts			Deck Beam					
Floor Timber Bolts			Lower Pintle of the Rudder								
Kelson ditto											
Transoms and throats of Hooks	3										
Arms of Hooks											

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 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 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 \_\_\_\_\_ 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 English Oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than five 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 Plank

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

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

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

The Sheer-strakes of English Oak Decks, and state of Yellow Pine of good quality

The Gunwales of \_\_\_\_\_ Water-ways of \_\_\_\_\_

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.

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

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

**Fastenings.**—To Hold Beams one beam in the fore part of the ship & one in the after part of the ship with lagging nails

Deck Beams secured in the shelf which is bolted every alternate timber

Number of Breasthooks Three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of 1 1/2 in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper & Iron 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

3322 ton

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Description	Fathoms.		Tons.	N <sup>o</sup> .	
	Fore Sails, <u>part by part</u>	<u>100</u>	Chain .....	<u>70</u>	2	Bower,
	Fore Top Sails,	<u>90</u>	Hempen Stream Cable.....	<u>5</u>	1	Stream,
	Fore Topmast Stay Sails,	<u>90</u>	Hawser .....	<u>4</u>	1	Kedge,
	Main Sails,		Towlines .....			All of proper weight.
	Main Top Sails,	<u>100</u>	Warp .....	<u>3</u>		
and			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 new and Rudder good

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

*A substantial well built vessel materials of good quality  
and well repaired, and in a very efficient state both in the  
hull & stores—*

*Bottom fastened in the middle line*

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

And Survey of opinion this Vessel should be Classed A 1

10/1 The Amount of the Fee.....£ 1 : 1 : 0 is received by me, W. H. Dutton & Partners the Office

Committee Minute 20 April 1837

Character assigned A 1 for 10 years, - Metal  
C. H. NP Expressed partly as per particulars

Lloyd's Register  
Foundation