

No. *377* Survey held at *London* Date *5th March 1837*  
 on the *Ship Velocity* Master *Stodd*  
 Tonnage *133* Built at *Swynemouth* When built *1827*  
 By whom built \_\_\_\_\_ Owners *Hewman & Co.*  
 Port belonging to *London* Destined Voyage *Cape of Good Hope*  
 If Surveyed Afloat or in Dry Dock *dry dock*

Length aloft..... Feet. inches. Extreme Breadth ..... Feet. inches. Depth of Hold ..... Feet. inches.

#### Scantlings of Timber.

|                                | (inches)   | (inches) | (inches) |
|--------------------------------|------------|----------|----------|
| Timber and Space.....          | 10 1/2     |          |          |
| Floors.....                    | sid 10 1/2 | Moulded  |          |
| 1 <sup>st</sup> Foothooks..... | 8 1/2      | "        |          |
| 2 <sup>nd</sup> Ditto.....     | "          | "        |          |
| 3 <sup>rd</sup> Ditto.....     | "          | "        |          |
| Top Timbers.....               | 6 1/2      | "        |          |
| Deck Beams.....                | 9          | "        | 10       |
| Hold Beams.....                | 10         | "        | 10       |
| Keel.....                      | "          | "        |          |
| Kelsons.....                   | 12         | "        | 12       |

#### Thickness of Plank.

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

#### Size of Bolts in Fastenings.

##### Copper.

Heel-Knee, and Dead Wood abaft.....  
 Scarphs of Keel.....  
 Floor Timber Bolts.....  
 Keel ditto.....  
 Transoms and throats of Hooks.....  
 Arms of Hooks.....

Bolts thro' the Bilge and Foot Waling.....  
 Butt End Bolts.....  
 Lower Pintle of the Rudder.....  
 } ..... same in Iron above the Copper.....

##### Iron.

Hold Beam.....  
 Deck Beam.....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is *24* Inches. The Space between the Top-timbers is *6* Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of *English Oak* and are free from all defects. *when seen*

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

Her other Foothooks and Top Timbers of *No*

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 *is* free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together. *stated to be built all in frames*

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is *cup* 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 *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 \_\_\_\_\_

The Wales and Black-strakes are of *English Oak*

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

The Sheer-strakes of *English Oak*

Decks, and state of *stated to be good*

The Gun-ways of \_\_\_\_\_

Water-ways of \_\_\_\_\_

The Shifts of the Planking are not less than *5* 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 *243* between.

the Stringers of *8 English Oak*

and the remainder of the Ceiling of \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Planking Inside.**—The Clamps are composed of \_\_\_\_\_

The Bilge Planks of \_\_\_\_\_

and the remainder of the Ceiling of \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams \_\_\_\_\_

Number of Breasthooks \_\_\_\_\_

Pointers \_\_\_\_\_

Crutches \_\_\_\_\_

Butts End Bolts are of *Copper*

in the Bottom, and \_\_\_\_\_

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 *Howman*

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

3797 ton

| She has SAILS. <u>2 sails</u> |            |                             | CABLES, &c.  |          | ANCHORS.              |  |
|-------------------------------|------------|-----------------------------|--------------|----------|-----------------------|--|
| N <sup>o</sup> .              | Fathoms.   |                             |              | Inches.  | N <sup>o</sup> .      |  |
| Fore Sails,                   | <u>150</u> | Chain .....                 | <u>1</u>     | <u>3</u> | Bower,                |  |
| Fore Top Sails,               | <u>100</u> | Hempen Stream Cable.....    | <u>6 1/2</u> | <u>1</u> | Stream,               |  |
| Fore Topmast Stay Sails,      | <u>100</u> | Hawser .....                | <u>5</u>     | <u>1</u> | Kedge,                |  |
| Main Sails,                   |            | Towlines .....              |              |          | All of proper weight. |  |
| Main Top Sails,               |            | Warp .....                  |              |          |                       |  |
| and                           |            | All of <u>good</u> quality. |              |          |                       |  |

Her Standing and Running Rigging is well fitted sufficient in size and good in quality.

She has one Long Boat and one other

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

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

*This is throughout a well built vessel, the materials are good and she is well fastened the bottom black and the masts on the upper being shipped round very good. Now Caulked all over and reoppered.*

If Sheathed, Doubled, or Felted, Coppered  
and Date when last done Decr 1837

And Sam of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 1 : 1 : - is received by me, H. H.

Committee Minute

Character assigned 12 A 1

© 2019

Lloyd's Register  
Foundation