

(New Ship) 4440 ton

No. 788 Port of London Date October 25 1834 (788)

Survey of the Barque Palestine Master Sim

Tonnage 359 Owners Ellis & Co Port belonging to London

By whom built Smith Where built Newcastle When built 1834

Destined Voyage St. Lucia

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold	<u>19</u> <u>4</u>	Bilge to Wales	<u>3</u>	Limber strake	<u>4</u>
Rake of Stem	<u>10</u> <u>9</u>	Lower Hold		Short Hoods		Ceiling below Hold Beams	<u>3</u> <u>1/2</u>
D° of Stern Post.....		Between Decks	<u>6</u> <u>10</u>	Bilge Planks		3 4 2	<u>5</u>
Extreme Breadth	<u>27</u> <u>7</u>			Bilge to Keel		2 Clamps and Bilge Planks	<u>4</u>
Scantling of Timber.				Decks.			
Timber and Space, each	<u>13</u>	Sided Inches. <u>13</u>	Moulded Inches. <u>14</u>	Inches.		Inches.	
Floors in the middle				Thickness	<u>3</u>	Water Ways	<u>4</u>
at the ends				Bolts.			
1st Foothooks				Heel, Knee, and Dead Wood } abaft		Butt Bolts	
2nd Foothooks <u>Lower Deck</u> }	<u>7</u> <u>1/2</u>	<u>10</u>	<u>6</u> <u>1/2</u>	Scarp of the Keel		Hold Beam Bolts	
3rd Foothooks				Kelson Bolts		Hooks forward at throat	
Top Timbers	<u>8</u> <u>1/2</u>	<u>8</u>	<u>6</u> <u>1/2</u>	Bolts thro' the Bilge and Foot }		Hooks forward at arms	
Deck Beams.....Middle.....		<u>9</u> <u>1/2</u>	<u>9</u> <u>1/2</u>	Waling		Transoms	
at the Ends..						Lower Pintle of the Rudder ..	
<u>Old Beams</u>Middle.....		<u>11</u>	<u>12</u>				
at the Ends..							
<u>Main Kelson</u>Knees	<u>7</u>		<u>15</u> <u>1/2</u>				
<u>Scarp of Kelson</u>Length	<u>13</u>	<u>9</u>					

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		

Pine of sufficient size & apparently good in quality

Sails.

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

See Part

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° Iron.....	<u>200</u>	
Hawser.....	<u>90</u>	
Towlines		
1st Warp		
2nd D°		

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

Anchors.

N°.	
<u>3</u>	Bower
<u>1</u>	Stream
<u>1</u>	Kedge

Boats.

Number and Description.
<u>Long Boat</u>
<u>Privace</u>
<u>Solly Boat</u>

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.

Oak partly British & part Foreign - The Floors are mixed, & in the opening below the Lower Deck some of the Timbers appear to be of African Oak - All of good quality - but varying & moderately wrought.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Outside English & African of good quality fairly edged & wrought.
Ceiling English, African and Dutch - ~~well~~

Fastenings.

If Sheathed,
Doubled, or
Felted.

Coppered Patent Felt 1834
Copper - Breast Woods - Pointers. Transom knees & Deadwood knee - Platings forward, Butts and Floor-Heads Bolted - Transom over Counter Timbers and knee - and generally well fastened.

Repairs.

At my suggestion the owners have put an additional Breast Knees in - and Bolted the Deadwood knee through with Copper Bolts. The short ^{Iron} screw bolts have been removed from the Lower Deck knees & Copper through bolts substituted.

General Observations
and Opinion as
required by the
Instructions.

The Riding keelson is bolted with Iron bolts which I am informed do not go through the keel. The Main keelson in those parts not covered with the Rider is bolted with Copper. The Transom knees are short, ~~and the workmanship~~ ^{and the workmanship} ~~throughout~~ is by no means of a superior character.

There being a doubt as to the extent to which Foreign Oak has been used in her frame I am of opinion that she ought to be classed S.A. George Bayley

November 1834

I have again been on board this vessel and believe that the Foreign Oak is confined to the Floors and a little in the ceiling & should therefore be classed S.A. instead of S.A. George Bayley

The Amount of the Fee, £

is received by me.

Committee Minute

1834

Character assigned

~~See annexed survey~~
Cancelled
See annexed survey



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