

(New Ship)
 No. 4690 Survey held at London Date May 6th 1835
 on the Ship Windsor Master
 Tonnage 676 Built at London When built 1835
 By whom built Green Wigram & Co Owners R Green
 Port belonging to London Destined Voyage India
 If Surveyed Afloat or in Dry Dock During the whole progress of Building

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

Scantlings of Timber.

Timber and Space	Inches	Inches Middle	Inches Ends
Floors..... sided	14	Moulded	14
1 st Foothooks.....	12	"	11 1/2
2 nd Ditto.....	11 1/2	"	10 1/2
3 rd Ditto.....	9	"	8 1/2
Top Timbers.....	9	"	8 1/2
Deck Beams.....	9	"	8 1/2
Hold Beams.....	13	"	12 1/2
Keel.....	13	"	14
Kelsons.....	16	"	16 1/2

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	4	Foot Waling.....	
Bilge Planks.....	4	Bilge Planks.....	3 1/2
Bilge to Wales.....	4	Ceiling in Flat.....	3
6 Wales.....	6	Ditto Bilge to Clamp.....	3
Topsides.....	3	Hold Beam Clamps.....	2 1/2
2 Sheer Strakes.....	4	Deck Beam Ditto.....	3
Plank Sheers.....	4	Ceiling 'twixt Decks.....	3
Water-ways.....	5	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam ditto.....	7
Lower Deck.....	3	2 Linen Strakes.....	1 1/2
Bottom way.....	6		

Copper.

	Inches
Heel-Knee, and Dead Wood abaft.....	1 3/4
Scarp of Keel..... N°.	1 1/4
Floor Timber Bolts.....	1 1/4
Kelson ditto.....	1 1/4
Transoms and throats of Hooks.....	1 1/4
Arms of Hooks.....	1 1/4

Size of Bolts in Fastenings.

Copper.	Inches.	Iron.	Inches.
Bolts thro' the Bilge and Foot Waling.....	7/16	Hold Beam... <u>Copper</u>	1 1/8
Butt End Bolts.....	3/4	Deck Beam... <u>Iron</u>	1
Lower Pintle of the Rudder.....		same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 6 1/4 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 African & English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 4 ft 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 5 ft 6 in

The Frame is well squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is the same

The alternate Frames are — bolted together. All framed in the square body.

The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is — chocked with 2 in Butt at each end of the chock.

The Main Kelson is composed of African 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 African Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Good English Oak

From the first Foothook Heads to the Light Water Mark of —

From the Light Water Mark to the Wales of English & African Oak

The Wales and Black-strakes are of African Oak

The Topsides of English Oak

The Sheer-strakes of Teak

The Gunwales of African Oak Water-ways of African Oak

The Shifts of the Planking are not less than 5 ft 3 in between N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. Ceiling shifted 2 between 5 ft shift

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

The Bilge Planks of English & African Oak and the remainder of the Ceiling of English & African & Ed Teak

Fastenings.—To Hold Beams Wood Lodging Nails Iron Hanging Nails & standard ones alternate beams

Deck Beams Iron Hanging & Log Nails

Number of Breasthooks 6 2 Pointers — 1 Crutches Transoms Nails 1 ft long

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

Bilge and Footwaling — bolted through and clenched.

General Quality of Workmanship Very good

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

Builder's Name —

Surveyor's Name George Dingley



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LON 604-0032

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

4688. *Lon*

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.	Inches.	N ^o .	
	Fore Sails,		Chain		Bower,
	Fore Top Sails,		Hempen Stream Cable.....		Stream,
	Fore Topmast Stay Sails,		Hawser		Kedge,
	Main Sails,		Towlines		All of proper weight.
	Main Top Sails,		Warp		
and			All of _____ quality.		

Her Standing and Running Rigging is _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ and Rudder _____

General Remarks—Statement and Date of Repairs.

This ship is well secured abaft, has 3 Transoms over the Counter Timbers Shued— 5 Pair of Diagonal Iron Rides extending from the Lower Deck to the lower Bilge & streaks & bolted with 12 bolts in each of Copper through and clenched. She has Rides 2 fore and aft sleepers 11 inches square under the fore and main steps— The Keels of the Cant Timbers are bolted through & clenched— Has a Standard on each side at the fore part of the Loop— There are 2 through Chocks in the Frame.

The carps of the keelson are rather shorter than the proscribed length— are shifted clear of the carps of the main keel— Has a middle keel of 10 inches deep bolted through the main keel and on 4 inch false keel— In consideration of the Iron Rides and the additional strength given by the middle keel this ship should be in my opinion ranked as a first class ship—

If Sheathed, Doubled, or Felted, Coppered
and Date when last done 1835

And We are of opinion this Vessel should be Classed 12A George Bayley *PC*

The Amount of the Fee.....£ 5: 5: — is received by me, *W. H.*

Committee Minute _____ 183 _____

Character assigned See annexed Survey



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