

No. \_\_\_\_\_ Survey held at London Date March 16 1835  
on the Ship Thomas King Master Williamson  
Tonnage 346 Built at London When built July 1826  
By whom built Curling & Co Owners Wm King  
Port belonging to London Destined Voyage Venezuela  
If Surveyed Afloat or in Dry Dock Dry Dock

5218

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

Scantlings of Timber.

| Timber and Space.....          | each  | Inches | Inches  | Inches |
|--------------------------------|-------|--------|---------|--------|
| Floors.....                    | sided | 12     | Moulded | 13 1/2 |
| 1 <sup>st</sup> Foothooks..... | "     | 10 1/2 | "       | "      |
| 2 <sup>nd</sup> Ditto.....     | "     | 9 1/2  | "       | 9      |
| 3 <sup>rd</sup> Ditto.....     | "     | 9      | "       | 8 1/2  |
| Top Timbers.....               | "     | 9      | "       | 8 1/2  |
| Deck Beams.....                | "     | 9      | "       | 7 1/2  |
| Hold Beams.....                | "     | 11 1/2 | "       | 9 1/2  |
| Keel.....                      | "     | "      | "       | "      |
| Kelsons.....                   | "     | 13     | "       | 16     |

Thickness of Plank.

| Outside.            | Inches. | Inside.                   | Inches. |
|---------------------|---------|---------------------------|---------|
| Keel to Bilge.....  | 3       | Foot Waling.....          | "       |
| Bilge Planks.....   | 3       | Bilge Planks.....         | 4       |
| Bilge to Wales..... | 3       | Ceiling in Flat.....      | 2 1/2   |
| Wales.....          | 6       | Ditto Bilge to Clamp..... | 2 1/2   |
| Topsides.....       | 3       | Hold Beam Clamps.....     | 5 1/2   |
| Sheer Strakes.....  | 3       | Deck Beam Ditto.....      | 3       |
| Plank Sheers.....   | 3       | Ceiling 'twixt Decks..... | 2 1/2   |
| Water-ways.....     | 8       | Hold Beam Shelves.....    | "       |
| Upper Deck.....     | 3       | Deck Beam ditto.....      | "       |
| Lower Deck.....     | 5       |                           |         |

Size of Bolts in Fastenings.

| 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 <sup>o</sup> . |         | Butt End Bolts.....                        |         | Deck Beam.....                     |         |
| Floor Timber Bolts.....               |         | Lower Pintle of the Rudder.....            |         |                                    |         |
| Kelson ditto.....                     |         |  |         |                                    |         |
| Transoms and throats of Hooks.....    |         |  |         |                                    |         |
| Arms of Hooks.....                    |         |  |         | same in Iron above the Copper..... |         |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African and are — free from all defects.

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

Her other Foothooks and Top Timbers of English & African Oak

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 well squared

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 African Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than 6 feet 6 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 —

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 African Oak

The Topsides of East India Oak

The Sheer-strakes of —

The Gunwales of African Oak Water-ways of Oak

The Shifts of the Planking are not less than 5 ft outside N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. Ceiling same from 5.5 to 4.5 all between

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

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

**Fastenings.**—To Hold Beams Iron Lodging & Iron Hanging Nails

Deck Beams Cable Iron Lodging Nails & Iron Hanging Nails

Number of Breasthooks 5 Pointers Two Crutches See & W. Transoms

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

Bilge and Footwaling is 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 Bayley



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5218 Lon

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

| She has SAILS.                |                          |          | CABLES, &c.                               |         | ANCHORS.   |                       |
|-------------------------------|--------------------------|----------|---|---------|--|-----------------------|
| N <sup>o</sup> .              |                          | Fathoms. |   | Inches. | N <sup>o</sup> .   |                       |
| <i>Two cuts 44<br/>upward</i> | Fore Sails,              | 240      | Chain .....                               | 7/16    | 3  | Bower, <i>ccc</i>     |
|                               | Fore Top Sails,          | 120      | <i>stream</i><br>Hempen Stream Cable..... |         |  | Stream, <i>e</i>      |
|                               | Fore Topmast Stay Sails, | 2        | Hawser ✓... <i>124. 2 cuts</i> .....      | 3       | 1  | Kedge, <i>5 1/2</i>   |
|                               | Main Sails,              | 1        | Towlines ... <i>120</i> .....             | 5       |  | All of proper weight. |
|                               | Main Top Sails,          |          | Warp .....                                |         |  |                       |
| and                           |                          |          | All of <u>good</u> quality.               |         | <i>Notice given to Captain Williams<br/>granting a Stream Anchor</i> |                       |

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

She has one Long Boat and Two Quarter Boats

The present state of the Windlass is good Capstan good and Rudder good  
2 Bilge Pumps

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

*Rider*  
Has 6 Pair of Diagonal Standards extending from the  
Hold Beams to the Floor Head. — There are no <sup>symptoms</sup> ~~signs~~  
of working at any part & altogether presents a very  
firm and substantial appearance both as to materials &  
workmanship.

If Sheathed, Doubled, or Felted, Coppered  
and Date when last done 1833

And I am of opinion this Vessel should be Classd 12 A George Bayley

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

Committee Minute \_\_\_\_\_ 183 \_\_\_\_\_

Character assigned See annexed Survey



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