

No. 223 Survey held at London Date 11 May 18 39  
 on the SS Maladule Master Shepherd  
 Tonnage 343 Built at Brunswick When built 1833 Oct  
 By whom built — Owners Shepherd & Co  
 Port belonging to London Destined Voyage Coal trade  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft		Feet.		Inches.		Extreme Breadth		Feet.		Inches.		Depth of Hold		Feet.		Inches.		
<b>Scantlings of Timber.</b>																		
Timber and Space	each	Inches.		Moulded	Inches.	Middle	Inches.	Ends		<b>Thickness of Plank.</b>								
Floors	sided									<b>Outside.</b>				<b>Inside.</b>				
1 <sup>st</sup> Foothooks	"			"						Keel to Bilge				Foot Waling				
2 <sup>nd</sup> Ditto	"			"						Bilge Planks				Bilge Planks <u>4.25 to 3 1/2</u>				
3 <sup>rd</sup> Ditto	"			"						Bilge to Wales				Ceiling in Flat				
Top Timbers	"			"						Wales				Ditto Bilge to Clamp				
Deck Beams	N <sup>o</sup> . of			"						Topsides				Hold Beam Clamps				
Hold Beams	N <sup>o</sup> . of			"						Sheer Strakes				Deck Beam Ditto				
Keel	"			"						Plank Sheers				Ceiling 'twixt Decks				
Kelsons	"			"						Water-Ways				Hold Beam Shelves				
	"			"						Upper Deck				Deck Beam Ditto				
<b>Size of Bolts in Fastenings.</b>																		
<b>Copper.</b>									<b>Iron.</b>									
Heel-Knee, and Dead Wood abaft									Bolts thro' the Bilge and Foot Waling									
Scarphs of Keel									Butt End Bolts									
Floor Timber Bolts									Lower Pintle of the Rudder									
Kelson ditto									Hold Beam									
Transoms and throats of Hooks									Deck Beam									
Arms of Hooks									same in Iron above the Copper									

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 36.5 Inches. The Space between the Top-timbers is 36.5 Inches. The Stem, Stern Post, are composed of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch and are free from all defects. when seen  
 The Floors and first Foothooks are composed of Supposed Birch Timber.  
 The other Foothooks and Top Timbers of Pine  
 The Shifts of the first and second Foothooks are not less than — N. B. When less than prescribed by the Rule, 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. N. B. If not, state how bolted.  
 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 Birch and the False Kelson of —  
 The Scarphs of the Kelsons are not less than 6 feet — inches.  
 The Deck and Hold Beams are composed of Pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Supposed Birch  
 From the first Foothook Heads to the Light Water Mark of Pine  
 From the Light Water Mark to the Wales of Pine  
 The Wales and Black-strakes are of Pine & American Elm The Topsides of Pine  
 The Sheer-strakes and Plank-sheers of Pine The Water-ways of Pine  
 The Decks of Red Pine State of —  
 The Shifts of the Planking are not less than 5 Feet — Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Two between

**Planking Inside.**—The Limber-strakes are composed of Birch the Bilge Planks of Birch & Pine  
 The Ceiling, Lower Hold, of Pine Between Decks of Pine  
 Shelf Pieces of Pine Clamps of Pine  
**Fastenings.**—To Hold Beams Two wood lagging Wires & 8 1/2  
 Deck Beams Two wood lagging & 8 1/2  
 Number of Breasthooks Six Pointers 2 Iron Crutches none  
 Butts End Bolts are of Copper in the Bottom, and 1 1/2 Bolt in each Butt End through and clenched.  
 Bilge and Footwaling 7/8 bolted through and clenched.  
 General Quality of Workmanship Good of that build

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

Builder's Name Loumanay

Surveyor's Name Loumanay



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Lloyd's Register  
Foundation

LON 605-0111



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
3	Fore Sails,	200	Chain .....	1 1/2	3	Bower, &
2	Fore Top Sails,	100	Hempen Stream Cable .....	2	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser .....	5	1	Kedge,
1	Main Sails,	90	Towlines .... <u>Coir</u> .....	6		
2	Main Top Sails,		Warp .....			
and <u>are good</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging 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 Synocks Patent and Rudder good

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

The outside plank is scraped from the water<sup>d</sup> edge and appears in good condition Decks waterways &c are in fair condition the internal appearance is favorable and <sup>the</sup> is well fastened, has 6 Iron Riders on each side extending from the clamps of the Hold beams down to the floor beams

She is stated to have had very large repairs in consequence of damage recently, particulars not yet obtained It is presumed they were of such an extent as to render opening unnecessary If so she may be closed, see below

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed F.1 Continued

The Amount of the Fee.....£ 2 : 2 : — is received by me, AS

Special .....£ : :

Committee's Minute 24 May 1839

Character assigned F.1 AS

The Committee cannot act upon so incomplete a report — AS