

No. 5822 Survey held at London Date Nov 16 1839  
on the S<sup>r</sup> Addison Master Houston  
Tonnage 116 Built at Arskuther When built 1826  
By whom built \_\_\_\_\_ Owners Rentoul & Co  
Port belonging to Dundee Destined Voyage Serille  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft		Feet.		Inches.		Extreme Breadth		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
67		5		10		2		12		9							

  

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
				Inches.		Inches.	
Timber and Space..... each	11			Keel to Bilge .....		Foot Waling .....	2 1/2
Floors..... sided	10	Moulded		Bilge Planks .....		Bilge Planks .....	3
1 <sup>st</sup> Foothooks.....	9	"		Bilge to Wales .....		Ceiling in Flat .....	2
2 <sup>nd</sup> Ditto.....	7 1/2	"	7 1/2	Wales .....		Ditto Bilge to Clamp .....	2 1/2
3 <sup>rd</sup> Ditto.....	6 1/2	"	4 1/2	Topsides .....		Hold Beam Clamps .....	3
Top Timbers .....	10	"	10	Sheer Strakes .....		Deck Beam Ditto.....	4
Deck Beams .... N <sup>o</sup> . of	9	"	9	Plank Sheers.....	3	Ceiling 'twixt Decks .....	2
Hold Beams .... N <sup>o</sup> . of <u>Five</u>	11	"	15	Water-Ways .....	6	Hold Beam Shelves .....	
Keel .....				Upper Deck .....	2 1/2	Deck Beam Ditto.....	
Kelsons .....							

  

Copper.		Size of Bolts in Fastenings.		Iron.	
		Copper.			
		Inches.		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 .....					

**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 3 1/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of Oak Timber. The other Foothooks and Top Timbers of English & Foreign Oak 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 fairly 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 not chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of Foreign Oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English & Foreign Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm

From the first Foothook Heads to the Light Water Mark of Foreign Oak

From the Light Water Mark to the Wales of ditto

The Wales and Black-strakes are of English & Foreign Oak The Topsides of Foreign Oak

The Sheer-strakes and Plank-sheers of ditto The Water-ways of Red Pine

The Decks of Red Pine State of New

The Shifts of the Planking are not less than three Feet six 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 & three between

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak

The Ceiling, Lower Hold, of Elm & Oak Between Decks, of Red Pine

Shelf Pieces of \_\_\_\_\_ Clamps of Oak & Red Pine

**Fastenings.**—To Hold Beams double bedding Iron Nails

Deck Beams double bedding Oak Nails

Number of Breasthooks Four Pointers \_\_\_\_\_ Crutches two aft

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

Bilge and Footwaling not 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 W. M. Lister



5822 *Lon*

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> .	
	<i>Two suits</i>					
	Fore Sails,	150	Chain .....	10 1/2	2	Bower,
	Fore Top Sails,	75	Hempen Stream Cable .....	7 1/2	1	Stream,
	Fore Topmast Stay Sails,	90	Hawser .....	6	1	Kedge,
	Main Sails,	90	Towlines .....	4 1/2		
	Main Top Sails,	90	Warp .....	3 1/2		
	and		All of <i>good</i> quality.			

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and *good* in quality.

She has *One* Long Boat and *Jolly Boat*

The present state of the Windlass is *good* Capstan *none* and Rudder *good*

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

*In June last New Decks, seven new Beams, several Knags, New Waterways, Plank sheer, Sheershake, part new Toprides, one stake in the Mates where the Hold Beam fastenings pass, several planks sheathed in the bottom new keel & Garboard stake, new Clamps and part new Ceiling all defective timbers removed & refastened and a general overhauled—*

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

I am of opinion this Vessel should be Classed *A.1* with the Noterisk \_\_\_\_\_

The Amount of the Fee.....£ — : 10: 6 is received by me, *HA*

Special .....£ : :

*W. Woodhouse*

Committee's Minute *22 Nov. 1839*

Character assigned *A.1*

*HA*

*W. Woodhouse*



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