

No. \_\_\_\_\_ Survey held at London Date 20th Nov 4.9.12.1839  
 on the Bay Liberal Master Trist  
 Tonnage 229 0 m Built at Lufford Pattmore Ridge When built  
 By whom built \_\_\_\_\_ Owners Mr. Schneider & Co  
 Port belonging to London Destined Voyage California  
 If Surveyed Afloat or in Dry Dock Ship in Fletcher Dock

5832

*[Handwritten signature]*

Length aloft	Feet. 100	Inches.	Extreme Breadth	Feet. 24	Inches. 8	Depth of Hold	Feet. 10	Inches. 3
--------------	-----------	---------	-----------------	----------	-----------	---------------	----------	-----------

  

Scantlings of Timber.				Thickness of Plank.			
	Inches.			Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	12			Keel to Bilge .....		Foot Waling .....	
Floors.....sided	8	Moulded		Bilge Planks .....		Bilge Planks .....	
1 <sup>st</sup> Foothooks.....	6	"		Bilge to Wales .....	3	Ceiling in Flat .....	
2 <sup>nd</sup> Ditto.....	"	"		Wales .....	5	Ditto Bilge to Clamp .....	2
3 <sup>rd</sup> Ditto.....	"	"		Topsides .....		Hold Beam Clamps .....	
Top Timbers .....	5 5/4 6 1/2	"	5 1/2	Sheer Strakes .....		Deck Beam Ditto.....	3
Deck Beams ....N <sup>o</sup> . of 14 abt.	10 1/2	"	8	Plank Sheers.....	3	Ceiling 'twixt Decks .....	
Hold Beams ....N <sup>o</sup> . of .....	"	"	"	Water-Ways .....	10	Hold Beam Shelves .....	
Keel .....	"	"	"	Upper Deck .....	3	Deck Beam Ditto.....	
Kelsons .....	11	"	11				

  

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft .....		Copper.		Hold Beam .....	
Scarp of Keel.....N <sup>o</sup> .		Bolts thro' the Bilge and Foot Waling .....		Deck Beam .....	
Floor Timber Bolts .....		Butt End Bolts .....			
Kelson ditto .....		Lower Pintle of the Rudder .....			
Transoms and throats of Hooks .....				same in Iron above the Copper.....	
Arms of Hooks .....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 2 to 6 Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are free from all defects.

The Floors and first Foothooks are composed of Oak Timber.

The other Foothooks and Top Timbers of Leo

The Shifts of the first and second Foothooks are not less than 4 to 5 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 to 5 feet

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

The alternate Frames are bolts 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 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 Pitch Pine

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Shakes for the ceiling up

From the first Foothook Heads to the Light Water Mark of of Oak & Mahogany

From the Light Water Mark to the Wales of   

The Wales and Black-strakes are of Oak The Topsides of   

The Sheer-strakes and Plank-sheers of Oak The Water-ways of Pitch Pine

The Decks of Pitch Pine State of good & sound

The Shifts of the Planking are not less than 3 1/2 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 2 & 3 between

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

The Ceiling, Lower Hold, of    Between Decks of   

Shelf Pieces of    Clamps of Oak

**Fastenings.**—To Hold Beams   

Deck Beams 2 broad Lodging Pieces 7 ft & 8 ft Pieces

Number of Breasthooks 4 Pointers 2 Transoms Crutches 1

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

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Good fair

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

Builder's Name George Bayley  
 Surveyor's Name   



© 2019  
 Lloyd's Register  
 Foundation  
 LON606-0305



5832 *Lon*

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,	185	Chain .....	3
Fore Top Sails,	90	Hempen Stream Cable .....	5 1/2 1
Fore Topmast Stay Sails,	90	Hawser .....	4 1
Main Sails,	120	Towlines .....	3
Main Top Sails,		Warp .....	
and		All of <i>good</i> quality.	

Her Standing and Running Rigging *Hemp* sufficient in size and *good* in quality. *New 1839*

She has *one 21* Long Boat and *one 16 ft Skiff*

The present state of the Windlass is *new* Capstan *good* and Rudder *good*

*Eybachs Patent*

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

*at the present time Opened — and 40 additional  
Filling Sinker put in amid ships. 2 Iron Rides  
3 Deck beams. New Cheeks to Head. Channel work  
refitted Copper Casplate 2 additional Breast Hooks  
put in thoroughly overhauled and put into a  
more efficient state of repair — New Tackle*

*This Vessel was originally a Stuen — does  
not appear to be of any great age — perhaps 30 years*

*In my opinion she is efficient for  
the conveyance of dry and perishable goods  
to and from all parts of the world*

If Sheathed, Doubled, Felted, or Coppered *Coppered on tapes* When last done *Nov 1839*

I am of opinion this Vessel should be Classed *\* B. 1*

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

Special .....£ : :

Committee's Minute *26 Nov 1839*

Character assigned *H. 1 in trade*

*Special repairs £2.2*



© 2019

Lloyd's Register  
Foundation