

No. 6176 Survey held at Sunderland Date 19 June 18 38  
on the Sh. "Conaloon" Master H. J. Marshall  
Tonnage 212 Built at Sunderland When built 1828  
By whom built \_\_\_\_\_ Owners Jarvis & P. Barnes  
Port belonging to Sunderland Destined Voyage To Australia  
If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft.....	Feet.   Inches.	Extreme Breadth .....	Feet.   Inches.	Depth of Hold .....	Feet.   Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each	Inches.	Inches.	Outside.	Inches.
Floors.....	sided	Moulded		Keel to Bilge .....	Foot Waling.....
1 <sup>st</sup> Foothooks.....	<u>Coals out Coals in</u>	<u>as be seen</u>		Bilge Planks .....	Bilge Planks .....
2 <sup>nd</sup> Ditto.....	"	"		Bilge to Wales .....	Ceiling in Flat .....
3 <sup>rd</sup> Ditto.....	"	"		Wales .....	Ditto Bilge to Clamp .....
Top Timbers .....	<u>As Spinnings</u>	"		Topsides .....	Hold Beam Clamps .....
Deck Beams .....	Number of	"		Sheer Strakes .....	Deck Beam Ditto.....
Hold Beams .....	Do. Do.	"		Plank Sheers.....	Ceiling 'twixt Decks .....
Keel .....	"	"		Water-ways .....	Hold Beam <u>Sh. as in spec.</u>
Kelsons .....	"	"		Upper Deck .....	Deck Beam ditto .....

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft .....	Inches.	Heel-Knee, and Dead Wood abaft .....	Inches.	Heel-Knee, and Dead Wood abaft .....	Inches.
Scarp of Keel.....	N <sup>o</sup> .	Scarp of Keel.....	N <sup>o</sup> .	Scarp of Keel.....	N <sup>o</sup> .
Floor Timber Bolts.....		Floor Timber Bolts.....		Floor Timber Bolts.....	
Kelson ditto.....		Kelson ditto.....		Kelson ditto.....	
Transoms and throats of Hooks .....		Transoms and throats of Hooks .....		Transoms and throats of Hooks .....	
Arms of Hooks .....		Arms of Hooks .....		Arms of Hooks .....	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African and are \_\_\_\_\_ free from all defects. As per spec.  
Her Floors and first Foothooks are composed of English & African Timber. As per spec.  
Her other Foothooks and Top Timbers of \_\_\_\_\_  
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 \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_  
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 \_\_\_\_\_ and the False Kelson of \_\_\_\_\_  
The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.  
The Deck and Hold Beams are composed of African & foreign Oak as per spec.

**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 \_\_\_\_\_  
The Topsides of \_\_\_\_\_  
The Sheer-strakes of \_\_\_\_\_ Decks, and state of, \_\_\_\_\_  
The Gunwales of English Oak Water-ways of African  
The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of English & African Oak the Stringers of African Oak between \_\_\_\_\_ and the remainder of the Ceiling of English Oak & foreign Oak

**Fastenings.**—To Hold Beams the wood lagging & the iron hanging knee  
Deck Beams the wood lagging & the iron hanging knee  
Number of Breasthooks as per spec. Pointers \_\_\_\_\_ Crutches the wood  
Butts End Bolts are of Copper in the Bottom, and the Bolt in each Butt End through and clenched.  
Bilge and Footwaling Copper 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 Montgomery



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LON607-0222



6176 *San*

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

She has SAILS, <i>with bows</i>			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails,	<i>200</i>	Chain .....		<i>3</i>	Bower, &
	Fore Top Sails,	<i>100</i>	Hempen Stream Cable.....	<i>4 1/2</i>	<i>1</i>	Stream,
	Fore Topmast Stay Sails,	<i>100</i>	Hawser .....	<i>5</i>	<i>1</i>	Kedge,
	Main Sails,		Towlines .....			All of proper weight.
	Main Top Sails,		Warp .....			
and			All of .....	quality.		

Her Standing and Running Rigging is *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 *good* and Rudder *good*

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

*There being no air openings & the vessel having a strong  
able in under of hours outboard she could not be all  
seen inside us for as she could be seen she  
appears very sound & substantial & firm in her fastenings  
is fit for the conveyance of any perishable cargoes to  
and from all parts of the world*

If Sheathed, Doubled, or Felted, *Sheathed & Capped*

and Date when last done *1836*

And *Sam* of opinion this Vessel should be Classed *\* 1st*

The Amount of the Fee.....£ *10/-* is received by me,

*H. J. Houtenog*

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

Character assigned \_\_\_\_\_

*Gordon H.*



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