

No. 6531 Survey held at London Date 4 July 1840  
on the M. Brazilian Master J. White  
Tonnage 250 Built at Spain When built 1824  
By whom built 250 Owners Lotesworth & Co  
Port belonging to Liverpool Destined Voyage India  
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
<b>Scantlings of Timber.</b>								
Timber and Space	Inches.	Moulded	Inches.	Inches.	<b>Thickness of Plank.</b>			
Floors	12.6	14			Outside.	Inches.	Inside.	Inches.
1 <sup>st</sup> Foothooks	9 1/2				Keel to Bilge		Foot Waling	
2 <sup>nd</sup> Ditto	9				Bilge Planks		Bilge Planks	3 1/2
3 <sup>rd</sup> Ditto	18				Bilge to Wales		Ceiling in Flat	2 1/2
Top Timbers	6 1/2	5 1/2			Wales		Ditto Bilge to Clamp	2 1/2
Deck Beams N <sup>o</sup> . of	9	10			Topsides		Hold Beam Clamps	3 1/2
Hold Beams N <sup>o</sup> . of	9	10			Sheer Strakes		Deck Beam Ditto	4
Keel	13				Plank Sheers	3	Ceiling 'twixt Decks	3
Kelsons	13	13			Water-Ways	2 1/2	Hold Beam Shelves	1
					Upper Deck	3	Deck Beam Ditto	1
<b>Size of Bolts in Fastenings.</b>								
<b>Copper.</b>				<b>Iron.</b>				
Heel-Knee, and Dead Wood abaft								
Scarp of Keel N <sup>o</sup> .								
Floor Timber Bolts								
Kelson ditto								
Transoms and throats of Hooks								
Arms of Hooks								

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are free from all defects. When seen  
The Floors and first Foothooks are composed of English & African Oak Timber.  
The other Foothooks and Top Timbers of English 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 When seen  
The Frame is When squared from the first Foothook Heads upwards, and 5 free from sap, and from thence downwards, the frame is \_\_\_\_\_  
The alternate Frames are all 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 Foreign Oak 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 Foreign Oak with some English

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Foreign Oak  
From the first Foothook Heads to the Light Water Mark of Foreign Oak  
From the Light Water Mark to the Wales of English Oak  
The Wales and Black-strakes are of African Oak The Topsides of African Oak  
The Sheer-strakes and Plank-sheers of African Oak The Water-ways of African Oak  
The Decks of Yellow Pine State of Very good  
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 2 + 3 between

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Pine  
The Ceiling, Lower Hold, of Foreign Oak Between Decks of Pitch Pine  
Shelf Pieces of Foreign Oak Clamps of Foreign to H.B. & Pitch Pine to D.B.  
**Fastenings.**—To Hold Beams Two woods lagging 8 & 10 H.K.  
Deck Beams Two woods lagging 8 & 10 H.K.  
Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches Could not see  
Butts End Bolts are of Copper in the Bottom, and One 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 R. M. M. M.

6531 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> .	
3	Fore Sails,	90	Chain	1 5/16	3	Bower,
2	Fore Top Sails,	120	Hempen Stream Cable	4 1/4	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser	4 1/2	1	Kedge,
2	Main Sails,		Towlines			
2	Main Top Sails,		Warp			
and <u>also</u>			All of _____ quality.			

Her Standing and Running Rigging believed sufficient in size and good in quality. Musen Rasse

She has One Long Boat and One other

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good New 1838

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

She appears originally to have been a very good built ship and in good sound condition from fastenings firm except three loose beams which are to be used as an additional iron knee - waterway rotten in front at the present time & some creaking to be removed when the knees are put in & well in my opinion befit for the service of any & every noble cargo to & from all parts of the world and may be cleared as under

The knees are put in  
*ph*  
 20th 40

The Master states it is intended to alter the cables

If Sheathed, Doubled, Felted, or Coppered Coppered & paper When last done 1838

I am of opinion this Vessel should be Classed 1st A1 Continuing

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

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

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

Dowie  
Master



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