

# ANNUAL SURVEYS.

6643

No. 65 Survey held at London Date Aug 21 1840  
 on the Ship Thomson Master Bayley  
 Tonnage 154 Built at London When built 1829  
 By whom built \_\_\_\_\_ Owners James Thomson  
 Port belonging to London Destined Voyage Sancti Spiritus  
 If Surveyed Afloat or in Dry Dock Kings Dry Dock

Original Survey, No. 882, 2700 Port of London  
3462, 14287, 5655.

Classed 12 A 1

The Surveyor is required to state the present Condition of the

Decks	Breasthooks	Capstan
Upper Deck Beams & Fastenings	Transoms	Pumps
Lower Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Spirkettling	Topsides	Sails
Plank Shears	Wales	Cables
Waterways	Plank and Treenails (Outside to the Water's Edge.)	Anchors No. of
Hatchway Comings	Rudder	Standing & Running Rigging
	Windlass	Copper

*Good* *Good* *Good & efficient*

General Observations and Opinion,  
 as required by the Instructions,

*Copper examined and repaired where  
 Free held 2 requisites. In my opinion this is eligible to  
 remain as classed*

Committee Minute 28th August 1840

Character assigned 12 A 1

*George Bayley*

No. 5 Survey held at London Date August 21 1840  
 on the Bk Abbottsford Master Hicks  
 Tonnage 407 Built at Swindon When built 1835  
 By whom built \_\_\_\_\_ Owners Living  
 Port belonging to Bristol Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Kings Dry Dock

Original Survey, No. 283 Port of Sunderland

Classed 5 A 1

The Surveyor is required to state the present Condition of the

Decks	Breasthooks	Capstan
Upper Deck Beams & Fastenings	Transoms	Pumps
Lower Deck Beams & Fastenings	Timbers of the Frame	Masts, Yards, &c.
Spirkettling	Topsides	Sails
Plank Shears	Wales	Cables
Waterways	Plank and Treenails (Outside to the Water's Edge.)	Anchors No. of
Hatchway Comings	Rudder	Standing & Running Rigging
	Windlass	Copper

*Good* *Good* *Good & efficient*

General Observations and Opinion,  
 as required by the Instructions,

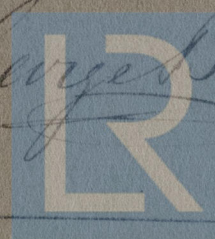
*Shipped, being caulked keel up & rapped to water on  
 paper. There is an heat-shake in the after part of keel  
 which has now been bolted through horizontally & caulked, and all  
 done to make it secure that can be done without shifting it. In my  
 opinion this is eligible to remain as classed*

Committee Minute 28th August 1840

Character assigned 5 A 1

*Free L 2*

*George Bayley*



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