

8 Dec 74<sup>th</sup> 7128  
1840

Copper.		Size of Bolts in Fastenings.	Iron.	
Heel-Knee, and Dead Wood shaft	$\frac{1}{2}$			
Scarphs of Keel. . . . . No. 6	$\frac{3}{4}$	Bolts thro' the Bilge and Foot Waling . . .	$\frac{1}{2}$	Hold Beam . . . . . $\frac{1}{2}$
Floor Timber Bolts	$\frac{1}{2}$	Port End Bolts . . . . .	$\frac{1}{2}$	Deck Beam . . . . . $\frac{1}{2}$
Keelson ditto	$\frac{1}{2}$	Lower Pintle of the Rudder . . . . .	$2\frac{1}{2}$	
Transoms and throats of Hocks	$\frac{1}{2}$			
Arms of Hocks	$\frac{1}{2}$			

The alternate Frames are well bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than 1/8 of the entire moulding at that place.

The Frame is well chocked with 2 lb. Butt at each end of the chock.

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

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

The Deck and Hold Beams are composed of English Oak

**Planking Inside.**—The Limberakes are composed of English Oak the Bilge Planks of English Oak  
The Ceiling, Lower Hold, of English Oak Between Decks of White  
Shelf Pieces of English Oak Clamps of English Oak  
**Fastenings.**—To Hold Beams on the Hanging Oak Bunkers & Shelf into the  
Deck Beams secured on the Shelf, and hanging ironed Pins & Oak Hanging Pins & wedges  
Number of Breasthooks 2 Three Pointers \_\_\_\_\_ Crutches one left  
Butts End Bolts are of Wagon 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

Builder's Name E. Taylor  
Surveyor's Name W. H. H. H. H.

Her Maats, Yards, &c. are in new condition, and sufficient in size and length.

7128 *Lori*

She has SAILS.

N<sup>o</sup>. *Two sheets*  
Fore Sails, *100*  
Fore Top Sails, *90*  
Fore Topmast Stay Sails, *90*  
Main Sails, *90*  
Main Top Sails, *90*

and

CABLES, &c.

Fathoms.		Fathoms.	N <sup>o</sup> .
<i>100</i>	Chain	<i>1</i>	<i>3</i>
	Hempen Stream Cable	<i>1</i>	
	Hawser	<i>5</i>	<i>2</i>
	Towlines	<i>5 1/2</i>	
	Warp		
	All of <i>new</i> quality.		

ANCHORS, and their weights.

Bower,  
Stream,  
Kedge,

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

She has *One* Long Boat and *gilly Boat*

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

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

*This vessel has been surveyed by me whilst building in the three different stages, the whole of the timber is of good quality free from defects well squared & clear of sap, is well fastened in every part in a very substantial manner and the scantling of large dimensions and has all the requisites for a two-year ship—*

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

I am of opinion this Vessel should be Classed *12 A1*

The Amount of the Fee *2* is received by me, *[Signature]*

Special *2*

Committee's Minute *10th Jan 1881*

Character assigned *1st 12 Dec 1881*

*Special L.P.P.*

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Foundation