

No. _____ Survey held at London Date May 22nd 184
 on the Ship Southampton Master W. A. B. B. B.
 Tonnage 971 Built at London When built 1841 Launched 22 May
 By whom built James Bigrams & Co Owners M. & H. Bigrams
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Building

Length aloft	113	Feet. inches.	Extreme Breadth	15	Feet. inches.	Depth of Hold	11	Feet. inches.
Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	5 1/2	Moulded	15	Outside.		Inside.	
Floors	aided	12			Keel to Bilge	4	Foot Waling	3
1 st Footbooks		11			Bilge Planks		Bilge Planks	6
2 nd Ditto		10			Bilge to Wales	4 1/2	Ceiling in Flat	3 1/2
3 rd Ditto		9 1/2			Wales	6	Ditto Bilge to Clamp	3 1/2
Top Timbers		9			Topsides	3	Hold Beam Clamps	6 1/2
Deck Beams	N ^o . of 31	10		9	Sheer Strakes	4	Deck Beam Ditto	3
Hold Beams	N ^o . of 29	12		11	Plank Sheers	4	Ceiling 'twist Decks	5
Keel		13		14	Water-Ways	12 1/2	Hold Beam Shelves	8 1/2
Kelsons		16		17	Upper Deck	3	Deck Beam Ditto	8 1/2

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft		Copper.		Hold Beam	1/16
Scarphs of Keel	N ^o . 6	Bolts thro' the Bilge and Foot Waling	7/16	Deck Beam	1/8
Floor Timber Bolts		Butt End Bolts	1/4		
Kelson ditto		Lower Pinde of the Rudder	3/4		
Transoms and throats of Hooks				same in Iron above the Copper	1/4
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 5 1/2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of English Oak and the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

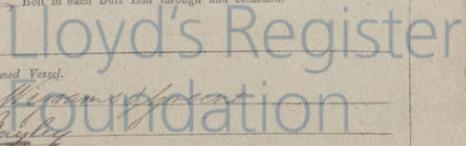
The Floors and first Footbooks are composed of English Oak Timber.
 The other Footbooks and Top Timbers of English Oak
 The Shifts of the first and second Footbooks are not less than 6 feet N. B. When less than prescribed by the Rule, state how many.
 The rest of the Frame are 6 feet
 The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same
 The alternate Frames are not bolted together. N. B. If not, state how bolted. All frames in the fore and aft
 The Butts of the Timbers are not close together; their thickness not less than 1/2 of the entire moulding at that place.
 The Frame is not chocked with any Butt at each end of the chock.
 The Main Kelson is composed of African Oak and the False Kelson of 6 African Oak
 The Scarpshs of the Kelsons are not less than 7 feet not inches.
 The Deck and Hold Beams are composed of African Oak & East Indian Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Red Pine
 From the first Foothook Heads to the Light Water Mark of English and African Oak
 From the Light Water Mark to the Wales of English Oak & East Indian Oak
 The Wales and Black-strakes are of African Oak & East Indian Oak The Topsides of East Indian Oak
 The Sheer-strakes and Plank-sheers of African Oak & East Indian Oak The Water-ways of Red Pine
 The Decks of African Oak in narrow strakes State of good
 The Shifts of the Planking are not less than 6 Feet not 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 three between

Planking Inside.—The Lamber-strakes are composed of African Oak the Bilge Planks of African Oak
 The Ceiling, Lower Hold, of East Indian Oak Between Decks of East Indian Oak
 Shelf Pieces of African Oak & East Indian Oak Clamps of East Indian Oak
Fastenings.—To Hold Beams Iron To Hold Decks Iron To Hold Bulkheads Iron To Hold Stairs Iron
 Deck Beams same as lower Deck, with iron bolts & nuts in the fore and aft beams
 Number of Breastbooks 4 Pointers 2 Crutches 2
 Butts End Bolts are of Copper in the Bottom, and an Bolt in each Butt End through and clenched.
 Bilge and Footwaling are 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 James Bigrams & Co
 Surveyor's Name George Bayley



78302

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.	Chain	Length	Number	Weight
2	Fore Sails,	300	Chain	179	3
2	Fore Top Sails,		Hempen Stream Cable		1
1	Fore Topmast Stay Sails,	130	Hawser	8	
2	Main Sails,	130	Towlines	545	one of each
2	Main Top Sails,		Warp		
and		All of <u>best</u> quality.			

Her Standing and Running Rigging of the best sufficient in size and lower rigging in quality.

She has a 26 feet Long Boat and built of the best in Blackhead yard.

The present state of the Windlass is New Capstan New and Rudder New

General Remarks—Statement and Date of Repairs.

The ship is built with double Stone, the square body, entirely in frame. The whole of materials & workman-ship are of the best description.

If Sheathed, Doubled, Felted, or Coppered Gelostat When last done 1891

I am of opinion this Vessel should be Classed 12A-1 George Saylor

The Amount of the Fee.....£ 5 : - is received by me, W. Lloyd

Special£ : :

Committee's Minute 20th August 1841

Character assigned 12 A 1



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