

(63)
 No. 621 Survey held at London Date 17th Sep^r 1842
 on the Ship "Success" Master Carr
 Tonnage 621 Built at Northmain When built 1840
 By whom built - Owners Marshall & Co
 Port belonging to London Destined Voyage -
 If Surveyed Afloat or in Dry Dock Afloat has been 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 | Outside. | Inside. | | |
| Floors | sided | Keel to Bilge | Foot Waling | | |
| 1 st Foothooks | 12 | Bilge Planks | Bilge Planks | | |
| 2 nd Ditto | 12 | Bilge to Wales | Ceiling in Flat | | |
| 3 rd Ditto | 12 | Wales | Ditto Bilge to Clamp | | |
| Top Timbers | 12 | Topsides | Hold Beam Clamps | | |
| Deck Beams N ^o . of 26 | 12 | Sheer Strakes | Deck Beam Ditto | | |
| Hold Beams N ^o . of 22 | 12 | Plank Sheers | Ceiling 'twist Decks | | |
| Keel | 12 | Water-Ways | Hold Beam Shelves | | |
| Kelsons | 12 | Upper Deck | Deck Beam Ditto | | |
| Size of Bolts in Fastenings. | | Iron. | | | |
| Heel-Knee, and Dead Wood abut | | Bolts thro' the Bilge and Foot Waling | Hold Beam | | |
| Scarphs of Keel N ^o . | | Butt End Bolts | Deck Beam | | |
| Floor Timber Bolts | | Lower Pintle of the Rudder | | | |
| Kelson ditto | | | | | |
| Transoms and throats of Hooks | | | | | |
| Arms of Hooks | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 Inches. The Space between the Top-timbers is 16 Inches. The Stem, Stern Post, are composed of Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Teak and are free from all defects, when seen

The Floors and first Foothooks are composed of Teak Timber.

The other Foothooks and Top Timbers of Teak

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 _____

The Frame is square squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the

frame is square squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the

The square Frames are 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 choeked with Butt at each end of the choek.

The Main Kelson is composed of Teak and the False Kelson of _____

The Scarphs of the Kelsons are not less than 1 foot _____ inches.

The Deck and Hold Beams are composed of Teak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Noted take of Teak

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 Teak The Topsides of the same

The Sheer-strakes and Plank-shoers of Teak The Water-ways of the same

The Decks of Teak State of good

The Shifts of the Planking are not less than 5 Feet 1 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 1/2 between

Planking Inside.—The Limber-strakes are composed of Teak the Bilge Planks of the same

The Ceiling, Lower Hold, of Teak Between Decks of the same

Shelf Pieces of Teak Clamps of the same

Fastenings.—To Hold Beams bolted through each holdway with 4 Iron bolts

Deck Beams bolted & saw nailed through holdway with 4 TH 16

Number of Breasthooks 4 Pointers 2 Crutches 1

Butts End Bolts are of Iron in the Bottom, and the 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 _____

Surveyor's Name London

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

9063 ton

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------|--------------------------|-------------|-----------------------------|-----------------------------|------------------|
| N ^o . | | Fathoms. | | fathoms. | N ^o . |
| | Fore Sails, | 240 | Chain ... | 1 1/2 | 3 |
| | Fore Top Sails, | 100 | Hempen Stream Cable | 1 1/4 | 1 |
| | Fore Topmast Stay Sails, | 120 | Hawser | 5 1/2 | |
| | Main Sails, | | Towlines | | |
| | Main Top Sails, | | Warp | | |
| and | | | All of <u>good</u> quality. | | |

Her Standing and Running Rigging Coir sufficient in size and good in quality.

She has 14 Long Boat and two others

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

General Remarks — Statement and Date of Repairs.

She is a strong substantial ship wholly fastened with bronze bolts through & strengthened Chartered Sheathed with wood and coppered at the time she was built.

The owners had agreed to put on some additional bronzes to the old beams caulk the ship from the Capstan up and make the stores complete.

10 October 1842 The additional bronzes have been put on and the fastenings of the upper and lower Decks are complete, caulked in every part above the upper planks at the points overboard and upaired.

Formentera

If Sheathed, Doubled, Felted, or Coppered Chartered Sheathed with wood & coppered When last done 1842

I am of opinion this Vessel should be Classed 12 A1

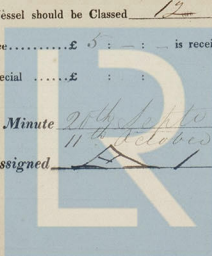
The Amount of the Fee £ 5 : : is received by me,

Special £ : :

Committee's Minute 20th Sept 1842 1842

Character assigned 12 A1

Handwritten initials



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