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No. 1435 Survey held at Lo Shields Date 6th Oct 18 40
 on the Barque Reliance Master Robertson
 Tonnage 243 Built at Peterhead When built 1840
 By whom built " Owners Arthur & Anderson
 Port belonging to Peterhead Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock Aground but not dry
See Peterhead Survey No Classed 12 A

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Timber and Space	Feet. Inches.	Feet. Inches.	Feet. Inches.	Thickness of Plank.	
Floors	Feet. Inches.	Feet. Inches.	Feet. Inches.	Outside.	Inside.
1 st Foothooks	Feet. Inches.	Feet. Inches.	Feet. Inches.	Keel to Bilge	Foot Waling
2 nd Ditto	Feet. Inches.	Feet. Inches.	Feet. Inches.	Bilge Planks	Bilge Planks
3 rd Ditto	Feet. Inches.	Feet. Inches.	Feet. Inches.	Bilge to Wales	Ceiling in Flat
Top Timbers	Feet. Inches.	Feet. Inches.	Feet. Inches.	Wales	Ditto Bilge to Clamp
Deck Beams	Feet. Inches.	Feet. Inches.	Feet. Inches.	Topsides	Hold Beam Clamps
Hold Beams	Feet. Inches.	Feet. Inches.	Feet. Inches.	Sheer Strakes	Deck Beam Ditto
Keel	Feet. Inches.	Feet. Inches.	Feet. Inches.	Plank Sheers	Ceiling 'twixt Decks
Kelsons	Feet. Inches.	Feet. Inches.	Feet. Inches.	Water-Ways	Hold Beam Shelves
	Feet. Inches.	Feet. Inches.	Feet. Inches.	Upper Deck	Deck Beam Ditto
Size of Bolts in Fastenings.					
Copper.	Feet. Inches.	Copper.	Feet. Inches.	Iron.	Feet. Inches.
Heel-Knee, and Dead Wood abaft	Feet. Inches.	Bolts thro' the Bilge and Foot Waling	Feet. Inches.	Hold Beam	Feet. Inches.
Scarphs of Keel	Feet. Inches.	Butt End Bolts	Feet. Inches.	Deck Beam	Feet. Inches.
Floor Timber Bolts	Feet. Inches.	Lower Pintle of the Rudder	Feet. Inches.	same in Iron above the Copper	Feet. Inches.
Kelson ditto	Feet. Inches.		Feet. Inches.		Feet. Inches.
Transoms and throats of Hooks	Feet. Inches.		Feet. Inches.		Feet. Inches.
Arms of Hooks	Feet. Inches.		Feet. Inches.		Feet. Inches.

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of Eng. Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng. Oak and are free from all defects.

The Floors and first Foothooks are composed of Eng. Oak Timber.

The other Foothooks and Top Timbers of Eng. Oak

The Shifts of the first and second Foothooks are not less than 4 N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4

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

The alternate Frames are 4 bolted together. N.B. If not, state how bolted.

The Butts of the Timbers are 4 close together; their thickness not less than 4 of the entire moulding at that place.

The Frame is chocked with 4 Butt at each end of the chock.

The Main Kelson is composed of Eng. Oak and the False Kelson of Eng. Oak

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

The Deck and Hold Beams are composed of Eng. Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Copper

From the first Foothook Heads to the Light Water Mark of Copper

From the Light Water Mark to the Wales of Eng. Oak

The Wales and Black-strakes are of Eng. & H. Oak The Topsides of Eng. Oak

The Sheer-strakes and Plank-sheers of Eng. Oak The Water-ways of Rhine

The Decks of Offshore State of Clear & safe

The Shifts of the Planking are not less than 3 Feet 8 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 some with only 1 1/2 between and 3 1/2 shift.

Planking Inside.—The Limber-strakes are composed of Eng. Oak the Bilge Planks of Eng. Oak

The Ceiling, Lower Hold, of Eng. Oak Between Decks of Eng. Oak

Shelf Pieces of Eng. Oak Clamps of Eng. Oak

Fastenings.—To Hold Beams Double Iron Lodgings Rivet with 2 Oak Shells

Deck Beams Double Oak Lodgings Rivet with 4 prs. of Iron Rivets

Number of Breasthooks 4 below lower part Pointers 2 Oak Crutches Oak

Butts End Bolts are of copper in the Bottom, and mostly Bolt in each Butt End through and clenched. Some put this

Bilge and Footwaling mostly bolted through and clenched. ones for a high Grade Ship would require several

General Quality of Workmanship Indifferent in the shifting and fastenings for a high Grade

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name "

Surveyor's Name Mr. Loppin

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.	Fathoms.		Inches.	No.	
Fore Sails,	180	Chain	1 1/2	3	Bower,
Fore Top Sails,	90	Hempen Stream Cable		1	Stream,
Fore Topmast Stay Sails,	90	Hawser	2	1	Kedge,
Main Sails,	90	Towlines	7		
Main Top Sails,	2	Warp	5 1/4 1/2		
and <i>well found</i>		All of <u>good</u> quality.			

sufficient in weight

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

She has one Long Boat and one Boat

The present state of the Windlass is None ~~Capstan~~ Boat and Rudder Sound
Winch well fitted with all kind of Stores.

General Remarks—Statement and Date of Repairs.

This Vessel's Stern frame indifferently seated in chocking at post, - the Transoms run small, - and at ends, - off to thin points from 3 to 4 in. - part of upper Transoms ends 6 to 7 in. - the pointers are small and rather sappy, - the Oak Crutch in run has only one bolt thro' Starboard arm but has an eaking piece with 3 Bolts, - but imperfect as a crutch, - in frame timber in air courses betwixt decks bear a good square, - and appear healthy, - the floors mostly square at Helson, - but has some sappy edges, - Helson having a thick plank on top cannot inspect, - Botting, - Deck and hold Beams rather sappy at Edges the Hold beams small, - more particularly the extreme ^{end} ones which is only, - the after one 6 in. and foremost one $7\frac{1}{2}$ in. which are both fastened by a single Oak Knee and these small and sappy, - (wants proper Beams & fastenings at ends bitts) for a class of the first description, - Deck Beam Knees not squared up to class above 8 years Iron hanging Knees to deck beams, good and large but badly secured in botting, - the lower throat bolt, - from 12 to 2 in. below Beams, - 2 lower hooks short in arms has only 3 bolts on the larboard side, - 8 on the Starboard side, - The shifting of planking outside irregular, - the ceiling very badly shifted, - the futtock feet planks, - butts on both sides on one floor before scarp of Helson, - & the ceiling plank next, - the futtock plank, - butts on the same timber in short I never saw ceiling, - worse shifted, - The botting generally badly clinched, - and the butts of ceiling, - not nailed up, - Several bolts have been clinched and butts of ceiling

If Sheathed, Doubled, Felted, or Coppered Double Sheathed When last done

I am of opinion this Vessel should be Classed D. A. 1

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

Special £ : :

Committee's Minute 20th October 1840

Character assigned See London 9428

B. M. Lacey of Sunderland insiputed this paper with me and
agrees in opinion, is not entitled more than 8 years.
W. D. Poppleton

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Foundation