

No. 9255 Survey held at London Date 24 + 27 Nov 1842
on the Ship Johnnie Master Henry Pike
Tonnage 13 Built at London When built about 20 years old
By whom built — Owners Burton
Port belonging to London Destined Voyage Humber
If Surveyed Afloat or in Dry Dock Afloat

Length aloft		Extreme Breadth		Depth of Hold	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	inches.	inches.	inches.	Outside.	inches.	Inside.	inches.
Floors	sided	7	Moulded	Keel to Bilge		Foot Waling	
1 st Foothooks	"	7	"	Bilge Planks		Bilge Planks	4
2 nd Ditto	"	"	"	Bilge to Wales		Ceiling in Flat	2
3 rd Ditto	"	"	"	Wales		Ditto Bilge to Clamp	2
Top Timbers	"	"	"	Topsides		Hold Beam Clamps	—
Deck Beams N ^o . of <u>3/10 apart</u>	"	7	"	Sheer Strakes		Deck Beam Ditto	3 1/2
Hold Beams N ^o . of	"	"	"	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	"	"	"	Water-Ways	2 1/2	Hold Beam Shelves	3
Kelsons	"	13	"	Upper Deck	2 1/2	Deck Beam Ditto	3

Size of Bolts in Fastenings.		Iron.	
Copper.	inches.	inches.	inches.
Heel-Knee, and Dead Wood abaft		Hold Beam	
Scarphs of Keel N ^o .		Deck Beam	
Floor Timber Bolts			
Kelson ditto			
Transoms and throats of Hooks			
Arms of Hooks			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is — Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are — free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of Supposed English Oak. 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 4/10 squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —. The alternate 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 — chocked with — Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than 4 feet 6 inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of —. 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 English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of —. The Water-ways of —. The Decks of —. State of Good. The Shifts of the Planking are not less than 4 Feet 6 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 + 3 between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of —. The Ceiling, Lower Hold, of English Oak. Between Decks of —. Shelf Pieces of —. Clamps of English Oak.

Fastenings.—To Hold Beams Deck Beams Two Wood Lugs and some good iron. Number of Breasthooks 3 Pointers — Crutches —. Butts End Bolts are of — in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Footwaling — 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 —



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9255 Son

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.	Inches.	N ^o .	
	Fore Sails, <u>None</u>	90	Chain	1	Bower,
	Fore Top Sails, <u>Sparsed</u>	70	Hempen Stream Cable	1	Stream,
	Fore Topmast Stay Sails,	70	Hawser	1	Kedge,
	Main Sails,		Towlines		
	Main Top Sails,		Warp		
and			All of <u>good</u> quality.		

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

She has One Long Boat and

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

General Remarks—Statement and Date of Repairs.

This vessel was built for a tender in H.M. Service, out of which she has been recently sold - Originally a well built vessel and now generally ⁱⁿ good condition has now had new plank sheers. The timbers then seen reported to be good.

One of the Anchors and one chain cable too small and insufficient; when made complete in her stores she will in my opinion be fit for the conveyance of dry and perishable cargo.

Has rather large hatchway

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

I am of opinion this Vessel should be Classed A. 1 when stores are complete Flourens

The Amount of the Fee.....£ : 10 : is received by me, Office

Special£ : :

Committee's Minute 20th November 1842

Character assigned A. 1



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