

No. 128 Survey held at Maryport Date 9th Sept 1839 128
 on the Brig Middleton Master John Finion
 new Tonnage 26 Built at Maryport When built Launched 27th Aug 1839
 By whom ^{old 244} built Isaac Middleton Owners John Finion and others
 Port belonging to Maryport Destined Voyage Badiz
 If Surveyed Afloat or in Dry Dock On the Stocks while building

Length aloft.....	Feet. 90 Inches. 6/10	Extreme Breadth	Feet 21 Inches. 4/10	Depth of Hold	Feet. 16 Inches. 1/10	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each 24	Inches Middle Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided 11 1/2	Moulded 11 3/4 10	Keel to Bilge	3	Foot Waling.....	3
1 st Foothooks.....	" 10 1/2	" 10 9	Bilge Planks	4 1/2	Bilge Planks	3 1/2
2 nd Ditto	" 10	" 9 8	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 rd Ditto.....	"	"	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	" 9	" 7 5 1/4	Topsides	2 1/2	Hold Beam Clamps	4
Deck Beams	Number of 15	" 8 1/2 6	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3 1/2
Hold Beams	Do. do. 12	" 10 1/2 8	Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/4
Keel	" 12 1/2	" 10	Water-ways	6	Hold Beam Shelves	4
Kelsons	" 12 1/2	" 14	Upper Deck	3	Deck Beam ditto	3 1/2

Rider Kelson 8 1/2 in African oak

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam.....	1
Scarp of Keel.....N°. 11	7/8	Butt End Bolts	3/4	Deck Beam	1
Floor Timber Bolts.....	1	Lower Pintle of the Rudder	3		
Kelson ditto.....	1			same in Iron above the Copper	1 1/8
Transoms and throats of Hooks	1				
Arms of Hooks	1/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African oak and are free from all defects. Her Floors and first Foothooks are composed of English oak Timber. Her other Foothooks and Top Timbers of English oak. Her Shifts of the first and second Foothooks are not less than 3 ft. 10 in. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 ft. 10 in to 5 1/2 ft. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are all bolted together.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

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

The Main Kelson is composed of African oak and the False Kelson of African oak.

The Scarphs of the Kelsons are not less than 5 feet 3 inches.

The Deck and Hold Beams are composed of English & African oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm.

From the first Foothook Heads to the Light Water Mark of English & African oak.

From the Light Water Mark to the Wales of English & African oak.

The Wales and Black-strakes are of English & African oak.

The Topsides of African oak.

The Sheer-strakes of African oak Decks, and state of, yellow pine new.

The Gunwales of African oak Water-ways of Pitch Pine.

The Shifts of the Planking are not less than 5 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 3 strakes between the Stringers of African oak.

Planking Inside.—The Clamps are composed of African oak and the remainder of the Ceiling of African oak.

The Bilge Planks of African oak To Hold Beams 2 Stringers, fore & aft iron knees, iron clamps at beam ends & Sheepers.

Fastenings.—To Hold Beams 1 Stringer, fore & aft iron knees, iron clamps at beam ends & Sheepers.

Deck Beams 1 Stringer, fore & aft iron knees, iron clamps at beam ends & Sheepers Pointers English oak Crutches English oak.

Number of Breasthooks 5 & 1 over bowsprit Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. and one through the timber.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship of the very best kind.

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

Builder's Name Isaac Middleton

Surveyor's Name Thos Braithwaite

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1 3/4	3	Bower, 13.3.0 13.3.0 12.0.0
1	Fore Top Sails,	90	Hempen Stream Cable.....	7 1/2	1	Stream, 7
2	Fore Topmast Stay Sails,	90	Hawser	5 1/2	1	Kedge, 2.3
2	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	90	Warp	4 1/2		
and well found in other sails			All of <u>good</u> quality.			

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

She has one Long Boat and one Pinnace

The present state of the Windlass is good, patent Capstan Crab and Rudder good

General Remarks—Statement and Date of Repairs.

Lower Binding 12 Beams bound with 2 Stringers 10 inches by 5 inches
The upper one with the edge to the timbers bolted and clenched through
each frame all round, the lower stringer with flat side to the
timbers with 2 bolts in each frame through & clenched all round,
Fore & aft iron knees and sleepers bound with clench & screw
bolts iron clamps at the Beam ends bolted up and down through
both stringers Beam ends and clamp. Vertical or S formed iron
knees from the main beam to the upper beams, Vertical iron
knees from the Fore and Bitt beam to the upper beams, The Lower
binding continues fore and aft without a break at the poop.
Upper binding 16 Beams to the poop breasting bound with one
stringer. Fore & aft iron knees, and iron clamps to the Beam
ends. Stringers 9 inches by 5 with the edge to the frame bolted
through every frame with clench bolts all round, the clamps
bolted through, stringer beam ends and water ways.
Poop binding which is 22 inches above the main deck -
8 Beams bound with one stringer fore and aft iron knees and
sleepers all well bolted and clenched through the side - Extra diagonal
pointers abaft from the stern post to the 2nd square frame
Sheathed to the bends with 28, 26 & 24 lb copper over paper
from keel to light water mark, and over felt from light
water mark upwards. She is a very superior vessel
and great pains taken in building

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I am of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

Thos Braithwaite

Committee Minute 20 Sept 1839

Character assigned A \ 12 Years



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