

No. 15 Port of Portsmouth

Date 21 Jan^y 1835

Survey of the Brig Arno Master Samuel Murry

Tonnage 183 74 Owners Messrs Burrell & Co Port belonging to Portsmouth

By whom built Messrs Burrell & Co Where built Sunderland When built 1823

Destined Voyage Not known Surveyed on Dock

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....		78	9	Depth of Hold		13	7
Rake of Stem				Lower Hold		8	10 1/2
D° of Stern Post.....				Between Decks		4	8 1/2
Extreme Breadth		23	6				
Scantling of Timber.							
Timber and Space, each.....		13					
Floors in the middle			12	12	E. Oak		
at the ends							
1st Foothooks							
2nd Foothooks							
3rd Foothooks							
Top Timbers			7	4	E.		
Deck Beams.....Middle.....			9	9	E.		
at the Ends..							
2 Loafing.....Knees to each End							
Hold Beams.....Middle.....			10	10	E.		
at the Ends..							
2 Loafing.....Knees to each End							
Main Kelson			10	14 1/2	E.		
Risen Kelson							
Scarpsh of KelsonLength			10	13	E.		

Outside.		Inside.	
Inches.		Inches.	
Bilge to Wales ..E. Oak.	3	Ceiling below Hold Beams ..E. Oak	2 1/2
Short Hoods		Clamps and Bilge Planks ..E. Oak	3 1/2
Bilge Planks ..Oak.	4	Upper Deck Clamps and	
Bilge to Keel ..E.	3	Spirkettling ..E. Oak	2 1/2
3Wales ..E. Oak.	4	'Twixt Deck Ceiling ..E. Oak	2
Topsides ..E.	2		
Shear Strake ..E.	3		
Plank Shears...E.	3		

New Decks of Bantree in

Inches.		Inches.	
Thickness.....	3	Water Ways ..E. Oak.	3

Bolts.

Inches.		Inches.	
Heel, Knee, and Dead Wood		Butt Bolts...Copper thro' Clinched	
abaft		Hold Beam Bolts	
Scarpsh of the Keel		4 Hooks forward at throat from 13	
Kelson Bolts ..Iron.		E. sided from	9
Bolts thro' the Bilge and Foot		Hooks forward at arms.....	
Waling ..Copper		Transoms	
& Clinched		Lower Pintle of the Rudder ..	2

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 21st day of Jan^y 1835

Builder's Name

Surveyor's Name

Masts, Yards, &c.

	Quality of Wood.	Length, &c.	Diam.
Bowsprit	Red Pine	34-0-16	
Foremast	E	50-6-15 1/2	
Main Mast	E	52-6-16 1/2	
Mizen Mast			

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp	302	1 1/2
D° 2 Iron.....	302	1
1 E-Stream	80	7/8
Hawser.....		
Towlines	70	5 1/2 Near New
1st Warp	75	5 half worn
2nd D°	65	4 1/2 New

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } all good

Sails.

Nos.		Nos.
2	Fore Topmast Stay Sails One Near New & One worn	
2	Fore Sail One Near New & One worn	
2	Fore Topsails One Near & One near New	
1	Main Sails Near New	
2	Main Top Sails One Near & One Near New	
2	Fore and aft Topsails - One New & One worn	
	And is generally well found in other sails. } very well	

Anchors.

Nos.	
2	Bower
1	Stream
1	Kedge

Boats.

Number and Description.
Long Boat - 16 feet
Jolly Boat - 15 "
Gig - 17 "

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

Owner's Name

Nautical Surveyor's Name



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SURVEYOR'S REMARKS.

Timbering.

The Quality, of English Oak, The Floors, Keels of Post buttocks, and Topsides Squaring, and Workmanship. *as are of full size, well squared and as far as could be seen in good condition.*

Planking.

Outside and Inside The Males, Topsides, Blamps, Keeling, and Bottom Quality, Edging, from Ridge to Males are of English Oak. The Ridge Planks and Plank from keel to Ridge are of Beech and Workmanship. *the whole are well squared Edges, properly fastened and in good condition.*

Fastenings.

If Sheathed,

Doubled, or

Felted.

Copper fastened except the Nelson Bolts which are Iron,

Sheathed with Copper this month, with Abbotts Patent felt under the same

Repairs.

Repaired this month in a Dry Dock at Gosport by Mr. Parwater, when she had 13 New Topsides, all New Topsides, Comings, Headledges, One Beam, and Decks of 3 Dangle fir. and windcaps. with 8 Planks shifted in Buttocks, the Transoms, and Pimble in wake of the same are in good condition, the Brig Carlsk's throughout. Sailed with Abbotts Patent felt, and Coppered with 22-24- & 26 oz. Copper -

General Observations

and Opinion as

required by the

Instructions.

The Brig is Copper fastened except the Nelson Bolts which are Iron, the Bolt and three Bolts at Ridge are three and clinched the Braces and Butts are metal, the Lower Deck Beams are of English Oak and secured with 2 Leding knees to each end and two Iron hanging knees on each side, to main Mast Beams, she has also a thick stroke of English Oak on Lower Deck Beams - 4 by 10 Bolted in & out & up and down the Beams - the upper Deck Beams are secured with two Leding knees to each end, and eight Iron hanging knees on each side, she has one Deck Hook and three Breast Hooks bolted at throat from 13 to 18, and sided from 9 to 13, the whole are of good length and properly fastened, the Deck is of Dangle fir, The windcaps is new with which they weigh the anchor. The Masts, Spars, Standing and Running Rigging are all in excellent condition and in good proportions, and having carefully examined the frame and every other part as far as practicable, I am of opinion that the Brig is in all respects in a perfectly seaworthy state to receive dry and perishable cargoes on board -

The Amount of the Fee, £ 1 : 1 : 0 is received by me. *J. C. Oakes*

Committee Minute *14 February* 1835

Character assigned *A. 1*



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