

No. 369 Survey held at Cowes Isle of Wight Date 17 July 1846
on the "Baroness Benjamin Buck Green" Master John Lane
Tonnage 528 Built at Cowes, Isle of Wight When built July 1846
By whom built Messrs Thos & John White Owners Messrs Blyth & Greene
Port belonging to London Destined Voyage

If Surveyed Afloat or in Dry Dock Three times while Building by Mr Spains

Length aloft 28 11 Extreme Breadth 30 6 Depth of Hold 20 6

Scantlings of Timber.

Timber and Space each 11
Floors sided 11
1st Foothooks 12
2nd Ditto 11
3rd Ditto 10
Top Timbers 9 1/2
Deck Beams N° of 24 10 1/2
Hold Beams N° of 20 13 1/2
Keel 14
Kelsons 14 1/2

Moulded 14 11
10 1/2
10
8
5 1/2
10
13 1/2
14
15

Thickness of Plank.

Outside.

Keel to Bilge 3 1/2
Bilge Planks 5
Bilge to Wales 1
Wales 5 1/2
Topsides 3
Sheer Strakes 4
Plank Sheers 4
Water-Ways 1
Upper Deck 3

Inside.

Foot Waling 4
Bilge Planks 4
Ceiling in Flat 3 1/2
Ditto Bilge to Clamp 3 1/2
Hold Beam Clamps 1
Deck Beam Ditto 3
Ceiling twist Decks 2 1/2
Hold Beam Shelves 12 x 11
Deck Beam Ditto 7 x 11
Hold Beam waterways 5 x 11

Copper.

Heel-Knee, and Dead Wood abaft Copper 1 1/2
Scarphs of Keel N° 8 3/8
Floor Timber Bolts 15
Kelson ditto 15
Transoms and throats of Hooks 14
ms of Hooks 18

Copper.

Bolts thro' the Bilge and Foot Waling 1 1/2
Butt End Bolts 3/4
Lower Pintle of the Rudder 3 1/2
same in Iron above the Copper

umbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between

the Top-timbers is 16 5/8 Inches.

The Stem, Stern Post, are composed of English Oak

the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

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

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 ft 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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

frame is well squared

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

The Butts of the Timbers are all close together; their thickness not less than 1 1/8 of the entire moulding at that place.

The Frame is well chocked with 1 Butt at each end of the chock. Yes

The Main Kelson is composed of English Oak and the False Kelson of

The Scarphs of the Kelsons are not less than seven feet 10 inches.

The Deck and Hold Beams are composed of English Oak & East India Teak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Rock Elm

From the first Foothook Heads to the Light Water Mark of American White Oak

From the Light Water Mark to the Wales of English Oak and East India Teak

The Wales and Black-strakes are of E. India Teak The Topsides of E India Teak

The Sheer-strakes and Plank-sheers of E India Teak The Water-ways of E India Teak

The Decks of Yellow Pine State of New

The Shifts of the Planking are not less than 6 Feet 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 three between

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

The Ceiling, Lower Hold, of English Oak & E. India Teak Between Decks of East India Teak

Shelf Pieces of Greenheart & East India Teak Clamps of E India Teak

enings.—To Hold Beams Dowelled and Bolted to Shelves, Sixteen Iron Hanging Knees & Six Iron Staple Standards on each

Deck Beams Dowelled & Bolted to Shelf, Eighteen Iron Hanging Knees with Arms of Six Staple Standards

Number of Breasthooks Seven Pointers Two Iron Crutches Two Iron

Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Yes

Bilge and Footwaling Copper bolted through and clenched. Yes

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 John C. Ashcroft

C. F. SEYPANG, PRINTER, FARRINGTON STREET, LONDON.



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PTS891-0193

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, <u>New</u>	110	Chain	1 1/2	3	Bower, 24" 0" 0" }
2	Fore Top Sails, <u>New</u>	120	Stream Chain	1 1/2	1	Stream, 20" 0" 0" }
2	Fore Topmast Stay Sails, <u>New</u>	120	Hempen Stream Cable	8	2	Kedges
2	Main Sails, <u>New</u>	120	Hawser	4 1/2		
2	Main Top Sails, <u>New</u>	120	Towlines	3 1/2		
			Warp	3		
and will supply do } with other sails }			All of <u>New</u> quality.			

Her Standing and Running Rigging is all sufficient in size and New in quality.

She has One Long Boat and One Life Boat and One Jolly Boat

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

General Remarks—Statement and Date of Repairs.

The Barque is Copper fastened to the upper part of Wakes, and some part of the Deck Knee and other fastenings above the Wakes are of Copper and Metal, the Deck Shelf and two Bolts of Iron Deck Knees are of Iron, the latter clinched on the Timbers, all others of Copper and Metal — The Planking outside and inside as far as I can see is free from sap, well edged, seasoned and properly fastened, she has two hooks above the Deck, one Deck hook and six Breasthooks in the Hold which are with the Crutches Pintler Knees, Transom Knees and Knees to Transoms over the Heels of Stern Timbers of good lengths and properly bolted; the Forecastle Beams are secured with single wood Lodging Knees, One Iron Hanging Knee to Cat Beam and one Staple Standard to Breast Beam, and I am of opinion that she is a faithful built Ship, and in a fit and proper condition to take dry and perishable Cargoes to and from all parts of the World.

~~It~~ Sheathed, Doubled, ~~Felted~~, or Coppered with 26 oz Muntz's Yellow Metal When last done June 1846

I am of opinion this Vessel should be Classed 12 A1.

The Amount of the Fee.....£ 5 : — : — is received by me, I have not received the Fee of £5.0.0
Special£ : : which in my opinion Mr. Sparr should have, as he surveyed the Barque several times & provided me all the information in his power. — My expenses three times to Cowes Surveying this Ship will be £2 — I shall be glad with your instructions how to act in this matter

Committee's Minute 28 July 1846

Character assigned 12 A1

[Signature]

[Signature] John Oshkott

[Text] mullen 20/7/46

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