

No. 1791 Survey held at Sunderland Date September 1840  
on the Barque Master \_\_\_\_\_  
Tonnage old 349 new 451 Built at Sunderland When built 1840  
By whom built C. M. Gales & Sons Owners \_\_\_\_\_  
Port belonging to \_\_\_\_\_ Destined Voyage London for Sale  
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches	Depth of Hold	Feet.	Inches.	
	106	3		27	0		18	9	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches.		Outside.	Inches.	Inside.	Inches.		
Floors	sided	12 1/3	Moulded	13	10 1/2	Keel to Bilge	3	Foot Waling	3 1/2
1 <sup>st</sup> Foothooks	"	10 1/2	"	9		Bilge Planks	4 1/2	Bilge Planks	4
2 <sup>nd</sup> Ditto	"	9	"	8 1/2		Bilge to Wales	3	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto	"	9	"	7 3/4		Wales	5 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	12 1/2	"	5 1/2		Topsides	3	Hold Beam Clamps	4 1/2
Deck Beams	N <sup>o</sup> . of 24	"	9	5 1/2		Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Hold Beams	N <sup>o</sup> . of 14	"	11 1/2	8 1/2		Plank Sheers	3 1/2	Ceiling 'twixt Decks	2
Keel	(P. & E.)	"	12	10		Water-Ways	7 3/4	Hold Beam Shelves	2 1/2
Kelsons	"	"	13 1/2	23 1/2		Upper Deck	3 1/2	Deck Beam Ditto	"
Copper.			Size of Bolts in Fastenings.			Iron.			
Heel-Knee, and Dead Wood abaft	"	1 1/2	Copper.			Iron.			
Scarp of Keel	N <sup>o</sup> . 8	3/4	Bolts thro' the Bilge and Foot Waling			3/4	Hold Beam	1 1/8	
Floor Timber Bolts	"	1	Butt End Bolts			5/8	Deck Beam	3/4	
Kelson ditto	"	1 1/2	Lower Pintle of the Rudder			3 3/4			
Transoms and throats of Hooks	"	1 1/2							
Arms of Hooks	"	1 1/8					same in Iron above the Copper		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 : 4 Inches. The Space between the Top-timbers is 4 : 7 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and African Oak and are comply 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 3/10 Average N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Sufficient. The Frame is gently well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. to Wales N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/4 : 1/3 of the entire moulding at that place. The Frame is Cross chocked with an inch Butt at each end of the chock. The Main Kelson is composed of African & English Oak and the False Kelson of Amer<sup>can</sup> Oak. The Scarphs of the Kelsons are not less than 5 feet 9 inches. dovelled. 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 Amer<sup>can</sup> Elm. From the first Foothook Heads to the Light Water Mark of Dang<sup>e</sup> & Amer<sup>can</sup> 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 Pitch Pine. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitch Pine. The Decks of Yellow Pine. State of \_\_\_\_\_. The Shifts of the Planking are not less than 5 Feet 0 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 mostly three between

**Planking Inside.**—The Limber-strakes are composed of Dang<sup>e</sup> Oak the Bilge Planks of Dang<sup>e</sup> impaled Oak. The Ceiling, Lower Hold, of Foreign Oak. Between Decks of Themel Oak. Shelf Pieces of Amer<sup>can</sup> Oak Clamps of Dang<sup>e</sup> impaled Oak. **Fastenings.**—To Hold Beams Iron Binder round one Timber Shelf on top, & 13 Pair Iron Hanging Nails. Deck Beams One Wood Lodging Tree & one Iron Lug Hanging Tree - 2<sup>nd</sup> Water way dovelled. Number of Breasthooks Five & Kelson. Pointers one pair. The Iron Bolt, the Iron Crutches also 1 Wood & 1 Iron Transom Nails. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is 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 Thos. B. Sney



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 5/16	3	Bower, 17 <sup>c</sup> 16 3/4 <sup>c</sup> 15 <sup>c</sup>
1	Fore Top Sails,	75	Hempen Stream Cable .....	7 3/4	1	Stream, 5 1/4
2	Fore Topmast Stay Sails,	60	Hawser .....	7 1/8	1	Kedge, 2.0.12
1	Main Sails,	80	Towlines .....	5 1/4		
2	Main Top Sails,	80	Warp .....	4 1/4		
and <u>supp<sup>t</sup> others</u>			All of <u>good</u> quality.			

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

She has one Long Boat and two other boats

The present state of the Windlass is good Capstan Winch and Rudder 2 Pieces suppt<sup>d</sup>  
extra purchase

### General Remarks—Statement and Date of Repairs.

The frame is generally of good quality, and is well squared wrought & shifted, top timbers are scarfed on 2<sup>d</sup> has a few of which rather light scantling and wide spaced. Plank sooms. Howe timbers, Knight heads &c are well squared and clear of sap, a few of 2<sup>d</sup> Footboards quarter clipped and grain cut, chocks well seated and good

Beams & Knees are of good growth & quality and of sufficient scantling a few deck Beams wavy on Thoulding side: Water way, little sap in the edges in places

Planking inside and out is good in quality and well clear of sap fairly wrought and shifted and well secured. Greenails are of English oak  
Beams, Knees Hooks &c are well bolted & secured

Commenced Build<sup>t</sup> in January Launched in September  
Surveyed as follows W/L  $\frac{6}{4}$   $\frac{4}{5}$   $\frac{4}{6}$   $\frac{18}{6}$   $\frac{13}{4}$   $\frac{13}{8}$   $\frac{23}{9}$

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 10 A 1

The Amount of the Fee.....£ 4 : 0 : 0 is received by me,  
Special .....£ : :

Committee's Minute 6<sup>th</sup> October 1840

Character assigned 10 A 1



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Foundation