

1918

No. 1918 Survey held at Sunderland Date March 184 /

on the Barque "Napier" Master John Lawson

Tonnage <sup>old 284</sup> 299 Built at Sunderland When built 1841

By whom built J. M. Gales & Sons Owners J. M. Gales & Sons

Port belonging to Sunderland Destined Voyage London

If Surveyed Afloat or in Dry Dock During the Building

Length aloft .....	Feet. 95	Inches. 0	Extreme Breadth .....	Feet. 25	Inches. 6	Depth of Hold .....	Feet. 16	Inches. 0	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space..... each	Inches. 12		Inches Middle 12	Inches Ends 9½	Outside.	Inches. 3	Inside.	Inches. 3	
Floors.....sided	12	Moulded	12	9½	Keel to Bilge .....	3	Foot Waling .....	3	
1 <sup>st</sup> Foothooks.....	10	"	8½		Bilge Planks .....	4	Bilge Planks .....	4	
2 <sup>nd</sup> Ditto.....	9-10½	"	8		Bilge to Wales .....	3	Ceiling in Flat .....	2½	
3 <sup>rd</sup> Ditto.....	9	"	6¾		Wales .....	4½	Ditto Bilge to Clamp .....	2½	
Top Timbers .....	8	"	5		Topsides .....	2½	Hold Beam Clamps ... 3. 1/2	4	
Deck Beams ....N°. of - 15 - .....	8-9	"	9	6	Sheer Strakes ... 2. 1/2	3½	Deck Beam Ditto..... 2. 1/2	3	
Hold Beams ....N°. of - 14 - .....	11	"	11	8½	Plank Sheers.....	3	Ceiling 'twixt Decks .....	2	
Keel .....	11	"	10		Water-Ways .....	7-3	Hold Beam Shelves .....	11 1/4	
Kelsons .....	12	"	25		Upper Deck .....	3½	Deck Beam Ditto.....	"	
			<b>Size of Bolts in Fastenings.</b>						
<b>Yellow Copper. Metal.</b>			<b>Iron.</b>						
Heel-Knee, and Dead Wood abaft .....	1/8-1	<b>Copper.</b>							
Scarphs of Keel.....N°. 8	3/4	Bolts thro' the Bilge and Foot Waling .....				3/4	Hold Beam .....	1-7/8	
Floor Timber Bolts .....	1	Butt End Bolts .....				5/8	Deck Beam .....	7/8-3/4	
Kelson ditto .....	1/8	Lower Pintle of the Rudder .....				3			
Transoms and throats of Hooks .....	1/8-1								
Arms of Hooks .....	1-7/8								

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 3 Inches. The Space between the Top-timbers is 3 : 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are apply free from all defects. The Floors and first Foothooks are composed of English and French Oak Timber. The other Foothooks and Top Timbers of English and French Oak. The Shifts of the first and second Foothooks are not less than 3/4 : 4 feet. 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 fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is generally well squared. The alternate Frames are all bolted together to 2 heads. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/5 : 1/3 of the entire moulding at that place. The Frame is chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer<sup>en</sup> Oak and the False Kelson of Amer<sup>en</sup> Oak. The Scarphs of the Kelsons are not less than 6 feet 0 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 Pin. From the first Foothook Heads to the Light Water Mark of Amer<sup>en</sup> and Stettin Oak. From the Light Water Mark to the Wales of Stettin Oak. The Wales and Black-strakes are of English 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 Merch & English Oak the Bilge Planks of Danz<sup>g</sup> & Afr<sup>ic</sup> Oak. The Ceiling, Lower Hold, of Stettin Oak Ends Eng<sup>l</sup> Oak. Between Decks of principally English Oak. Shelf Pieces of Danz<sup>g</sup> Oak. Clamps of Foreign & Amer<sup>en</sup> Oak.

**Fastenings.**—To Hold Beams Iron Binder round one Timber, Half on Top, & 10 Pin Iron Hanging Nails. Deck Beams One Wood Lodging Nails, and one Iron Lug Nails, Staple Standard to find of prop. Number of Breasthooks Four & Stenson Pointers One pair One Iron Crutches also 1 Wood & 2 Iron Transoms Nails each side 3. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is well 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



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 1/4	3	Bower, 14 <sup>c</sup> 13 1/2 <sup>c</sup> 13 <sup>c</sup>
1	Fore Top Sails,	70	Hempen Stream Cable .....	7 3/4	1	Stream, 4 <sup>c</sup>
2	Fore Topmast Stay Sails,	60	Hawser .....	13/16	1	Kedge, 1 3/4 <sup>c</sup>
1	Main Sails,	80	Towlines .....	5 1/2		
2	Main Top Sails,	80	Warp .....	4 1/2		
and usual outfit in other sails.			All of <u>good</u> quality.			

Her Standing and Running Rigging is hump - 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 & Braces Suff.  
with extra purchase

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

The frame is gently good in quality and scantling, and is well wrought & stepped & shifted. Part of 2<sup>a</sup> Sts are quarter clips and run wavy on one side, Beams are fairly square, top timbers are ship scarfed on 2<sup>a</sup> has a few of which are wavy edged. Chocks gently well beated & good, all the other material in frame good & sufficient.

Beams & Press, are sound & of good scantling and are all sufficiently well squared for the class recommended.

Outside planking is gently good in quality and is fairly wrought & shifted. Stenails are of Ery oak well seasoned, Plank below Water cut from logs a few ceiling planks below hold Beams inferior quality, deficient in Stenails in parts but is well secured with spikes & bolts.

Upper & Lower deck Beams Press, Steps, Hooks &c are all apparently well bolted & secured —

Commenced Building in September 1840 Launched in February 1841

Surveyed as follows: 17 30 7 21 27 10  
11 11 12 1 2 3

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

I am of opinion this Vessel should be Classed Q 41

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

Special .....£ : :

Committee's Minute 16th March 1841

Character assigned A 1 for 9 years LD



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