

No. 2082 Survey held at Sunderland Date November 1841  
on the Barque Master W. Gray  
Tonnage Old 350 new 422 Built at Sunderland When built 1841  
By whom built J & J Rodham Owners  
Port belonging to Destined Voyage London for Sale  
If Surveyed Afloat or in Dry Dock During the Building

Length aloft	Feet. 107	Inches. 0	Extreme Breadth	Feet. 26	Inches. 6	Depth of Hold	Feet. 18	Inches. 4	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space	Average	each	Inches. 13	Inches. Middle 13	Inches. Ends 10	Outside.	Inches.	Inside.	Inches.
Floors		sided	12 1/2	Moulded		Keel to Bilge	3	Foot Waling	3 1/2
1 <sup>st</sup> Foothooks		"	11	"	9 1/2	Bilge Planks	5	Bilge Planks	4 1/2
2 <sup>nd</sup> Ditto		"	10	"	8 1/2	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto		"	9	"	7 1/2	Wales	5	Ditto Bilge to Clamp	3 1/2
Top Timbers		"	8 1/2	"	5 1/2	Topsides	3 1/2	Hold Beam Clamps	6 1/4
Deck Beams	N <sup>o</sup> . of 22	"	9 1/2	"	9 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	5 1/4
Hold Beams	N <sup>o</sup> . of 14	"	12	"	12	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel		"	11 1/2	"	9 1/2	Water-Ways	7 3/4	Hold Beam Shelves	9 by 6
Kelsons		"	13	"	25	Upper Deck	3 1/4	Deck Beam Ditto	"
<b>Copper. &amp; Yel. Metal</b>			<b>Size of Bolts in Fastenings.</b>						
Heel-Knee, and Dead Wood abaft		Inches. 1 1/4	<b>Copper.</b>			<b>Iron.</b>			Inches.
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	1 1/8	
Kelson ditto		1 1/8	Lower Pintle of the Rudder			3/4	same in Iron above the Copper		
Transoms and throats of Hooks		1 1/8							
Arms of Hooks		7/8							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & French Oak and are apply free from all defects.

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

The other Foothooks and Top Timbers of English & French Oak.

The Shifts of the first and second Foothooks are not less than 4 feet. 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 reasonably free from sap, and from thence downwards, the frame is well squared.

The alternate Frames are all bolted together, to top Wales. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place.

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

The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak.

The Scarphs of the Kelsons are not less than 7 feet 0 inches.

The Deck and Hold Beams are composed of English Oak: one of French Oak.

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

From the first Foothook Heads to the Light Water Mark of Amer. Oak.

From the Light Water Mark to the Wales of English, Amer. & Danz. imported Oak.

The Wales and Black-strakes are of English Oak. The Topsides of Pitch Pine & Eng. Oak.

The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pitch & Red 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 Amer. Oak the Bilge Planks of Amer. Oak.

The Ceiling, Lower Hold, of Amer. Oak: p-ends Eng. Oak. Between Decks of Amer. & Eng. Oak.

Shelf Pieces of " Clamps of Stettin & Amer. Oak.

**Fastenings.**—To Hold Beams 12 Beams secured with Fell's patent, and 10 pair Iron Hanging Nails.

Deck Beams 19 Beams secured with Fell's patent, 13 pair Iron Hang. Nails & 3 pair Niple Standards.

Number of Breasthooks Five & Stenson. Pointers one pair. One Iron Crutches Iron hook over Transom, also 1 Wood

Butts End Bolts are of Copper & Y Metal in the Bottom, and one Bolt in each Butt End through and clenched. 8 1/2 in. Iron nails each side. 3

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Fair.

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

Builder's Name

Surveyor's Name

W. B. Lacey



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, 16.0.0 = 15.0.2 = 14.0.6.
2	Fore Top Sails,	75	Hempen Stream Cable .....	8 1/2	1	Stream, 4.1.0.
2	Fore Topmast Stay Sails,	60	Hawser .....	15/16	1	Kedge, 1.2.26.
1	Main Sails,	80	Towlines .....	5 1/2		
2	Main Top Sails,	80	Warp .....	4 3/4		
and <i>other as customary.</i>		All of <u>good</u> quality.				

Her Standing and Running Rigging is of heavy well fit, 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 staves Suff with patent purchase.

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

The frame, Beams, Knees, Hooks &c of this vessel are sound and of good scantling, tolerably well squared and reasonably free from sap, wrought and shifted by rule — and sufficient for the class recommended —

Planking inside & out is of fair good quality and mostly well season'd & well wrought & shifted. Nails are of English oak & greater part of ceiling plank cut from logs —

Beams, Knees, Hooks &c are all apparently well bolted & secured

Commenced Building in March. Launched in September. fit out present month  
Surveyed as follows:  $\frac{27}{4}$   $\frac{11}{5}$   $\frac{17}{5}$   $\frac{14}{5}$   $\frac{21}{6}$   $\frac{2}{8}$   $\frac{16}{8}$

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

I am of opinion this Vessel should be Classed A 1

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

Special .....£ 10 : 0 : 0

Committee's Minute 30th November 1841

Character assigned A 1 for 9 Years



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