

No. 2104 Survey held at Sunderland Date January 1842
on the Ship "Judith Allan" Master Lt. Thomas Hayes
Tonnage 608 ^{old 505 1/2} _{new 608 3/10} Built at Sunderland When built 1841
By whom built Austin and Mills Owners J. Allan & John Allan *Sole owners*
Port belonging to London Destined Voyage India China
If Surveyed Afloat or in Dry Dock during the Building

Length aloft	116 K Feet. Inches.	123 6	Extreme Breadth	Feet. Inches.	30 0	Depth of Hold	Feet. Inches.	20 6	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	Inches. 15			Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	13 1/2	Moulded	13 1/2	11 1/2	Keel to Bilge	5	Foot Waling	4
1 st Foothooks.....	"	11 1/2	"	10 1/2	"	Bilge Planks	5	Bilge Planks	4
2 nd Ditto.....	"	10	"	9 1/2	"	Bilge to Wales	4 + 3 ends	Ceiling in Flat	3
3 rd Ditto.....	"	9 1/2	"	8 1/2	"	Wales	5	Ditto Bilge to Clamp	3
Top Timbers.....	"	8 9/10	"	5 1/4	"	Topsides	3	Hold Beam Clamps	4
Deck Beams N ^o . of - 22	"	10 1/2	"	10 1/2	6 1/2	Sheer Strakes	4	Deck Beam Ditto	3 1/2
Hold Beams N ^o . of - 19	"	13	"	13	10	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Keel	"	13	"	10	"	Water-Ways	8	Hold Beam Shelves	12 1/2
Kelsons	"	14	"	15	"	Upper Deck	3 1/4	Deck Beam Ditto	"
Copper.			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft	C	1 1/4	Copper.			Iron.			
Scarp of Keel..... N ^o 80	C	3/4	Bolts thro' the Bilge and Foot Waling			C	3/4	Hold Beam	1 1/2
Floor Timber Bolts	C	1 1/8	Butt End Bolts			C	3/4	Deck Beam	7/8
Kelson ditto	C	1 1/4	Lower Pintle of the Rudder			C	3 1/2		
Transoms and throats of Hooks	C	1 1/8						same in Iron above the Copper.....	
Arms of Hooks	C	1 1/8							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are 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 1/2 to 5 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 gently well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is gently well squared. The alternate Frames are all bolted together. to top height 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 choiced with a Butt at each end of the choick. The Main Kelson is composed of French Oak and the False Kelson of American Oak 14 by 8. The Scarphs of the Kelsons are not less than 7 feet 0 inches. dovell'd. The Deck and Hold Beams are composed of African and English Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of Foreign Oak. From the Light Water Mark to the Wales of American, English, and French Oak, mostly African. The Wales and Black-strakes are of African & English Oak. The Topsides of Trabogany. The Sheer-strakes and Plank-sheers of African & 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 generally three between American Oak the Bilge Planks of American Oak. **Planking Inside.**—The Limber-strakes are composed of American Oak. The Ceiling, Lower Hold, of American & Italian Oak. Between Decks of Trabogany. Shelf Pieces of American & Danish Oak. Clamps of African & American Oak. **Fastenings.**—To Hold Beams Iron Ledges fitted on dovetail pieces, Plungers on top dovell'd, also a pair of bars hanging. Deck Beams Iron Ledges fitted on dovetail pieces, and 19 Iron Nails each side below. Waterways dovell'd. Number of Breasthooks Pine. Pointers on iron. Iron hook & one Crutches also 1 Wood + 2 Iron Transoms each side. 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 very good.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Name
Surveyor's Name John Bounton

main and 8 pair of deck standards last side

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	260	Chain	1 1/2	3	Bower, 25-24 1/2-23 1/2
2	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream, 8 1/2
2	Fore Topmast Stay Sails,	90	Hawser	1	2	Kedge, 33 1/2-22
1	Main Sails,	80	Towlines	6 1/2		
2	Main Top Sails,	100	Warp & D. 10 ft.	5 1/4		
and <u>well fared in other sails</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging Good sufficient in size and good in quality.

She has one Long Boat and 2 other boats

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

with patent purchase

General Remarks—Statement and Date of Repairs.

Frame is of good scantling, and of sound, well grown healthy quality
properly brought. Stepper and Shifter, and generally well st. and thought.
A few top timbers small traces on the edges; Transoms and Counter Timbers fairly
square; Upper and Lower deck Beams of good scantling quality and well squared
Quality of plank both outside and inside appear sound & good
very well brought and shifted and free from sap: part of the Bulkhead
in the Top side have two strakes between; Turnouts of log oak. (Engine-frames)
Upper and Lower deck Beams, Keel & all well and securely fastened

Commenced building in May 1841: Launched Decem. ber 1841
Always as follows 12. 26. 9 16 10 8. 8. 9 11. 7 And sundry other times

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 A.S.

The Amount of the Fee.....£ 5 : - : - is received by me, John Brunt

Special£ 20 : 0 : 0

Committee's Minute 25 Feb 1842

Character assigned See London No. 8459 - 10 A 1



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