

No. 2293 Survey held at Sunderland Date January 1843
 on the Barge Constant Master Lee
 Tonnage 430 new 535 Built at Sunderland When built 1833
 By whom built J. M. Gales & Sons Owners
 Port belonging to _____ Destined Voyage London for sale
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	110.6 Feet. 6.3.2 Inches. 116 6	Extreme Breadth	28 0 Feet. 25 5/10 Inches.	Depth of Hold	19 6 Feet. 19 Inches. 1 1/2
Scantlings of Timber.					
Timber and Space	each 14	Moulded	13 10 1/2	Thickness of Plank.	
Floors	sided 13			Outside.	Inside.
1 st Foothooks	" 11 1/2	" 10		Keel to Bilge	Foot Waling
2 nd Ditto	" 10 11	" 9		Bilge Planks	Bilge Planks
3 rd Ditto	" 10	" 8		Bilge to Wales	Ceiling in Flat
Top Timbers	" 9 10	" 8 1/2		Wales	Ditto Bilge to Clamp
Deck Beams	N ^o . of 24	" 9	6	Topsides	Hold Beam Clamps
Hold Beams	N ^o . of 19	" 12 1/2	9 1/2	Sheer Strakes	Deck Beam Ditto
Keel	" 12 3/4	" 10		Plank Sheers	Ceiling 'twixt Decks
Kelsons	" 14	" 21		Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto
Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	1 1/8	Yellow Copper. Metal		Hold Beam	1 1/8
Scarphs of Keel	7/8			Deck Beam	1 1/8
Floor Timber Bolts	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	same in Iron above the Copper.	
Kelson ditto	1 1/8	Butt End Bolts	3/4 3/8		
Transoms and throats of Hooks	1 1/8	Lower Pintle of the Rudder	3		
Arms of Hooks	1 1/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 5 Inches. The Stem, Stern Post, are composed of Mahogany. 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 Stettin Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 1 1/2. N. B. When less than prescribed by the Rule, state how bolted. 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 2. Nos. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is — choaked with no 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 6 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 Amer. Elm. From the first Foothook Heads to the Light Water Mark of Amer. Oak. From the Light Water Mark to the Wales of Eng. Stettin & Amer. Oak. The Wales and Black-strakes are of English Oak & Mahogany. The Topsides of Pitch pine. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Pine, Dowell's. 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 Three between

Planking Inside.—The Limber-strakes are composed of Amer. Oak. the Bilge Planks of Amer. Oak. The Ceiling, Lower Hold, of Amer. Eng. & Apr. Oak. Between Decks of Amer. Oak. a few Eng. at ends. Shelf Pieces of Amer. Oak. Clamps of Amer. Oak.

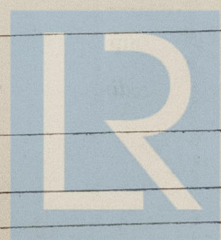
Fastenings.—To Hold Beams Iron Binder round one timber, Shelf on top, and 12 pair Iron hanging knees. Deck Beams One Wood knee, and an Iron Lying hanging knee, also 4 pair Maple Bandages. Number of Breasthooks 10 and 10 Pinson. Pointers one pair. Hook on Iron on Crutches Iron, also 3 Iron on each side. 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

Thos. J. Miley



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5110-6797-0125

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,	240	Chain	15 ¹ / ₈ : 1 ³ / ₈	3	Bower, 18 ¹ / ₄ : 17 ¹ / ₄ : 17 ¹ / ₄
1	Fore Top Sails,	65	Hempen Stream Cable	7 ¹ / ₄	1	Stream, 5 ³ / ₄
2	Fore Topmast Stay Sails,	60	Hawser	7 ¹ / ₈	1	Kedge, 2
1	Main Sails,	80	Towlines	5 ¹ / ₂		
2	Main Top Sails,	80	Warp	4 ¹ / ₂		
and <u>suff. others</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging is of Hemp, sufficient in size and good in quality.

She has One Long Boat and two other Boats.

The present state of the Windlass is Suff. Capstan Winch Suff. and Rudder and Braces Suff.
with patent purchase

General Remarks—Statement and Date of Repairs.

Frame is of well grown healthy quality & of good scantling, gently well squared and well free of sap, all properly wrought, stepped and shifted, Parson's, counter timbers, Knee heads, House timbers, Aprons, Stem & Stem post are all sound and sufficient—Beams and Knees are good in quality & scantling and gently well squared except a few upper deck Beams which are wavy on shouldering side.

Planking above & on is gently of fine good quality all well wrought and shifted, Greenails are of English oak well seasoned.

Beams, Knees, Hooks Shells &c appear to be sufficiently bolted & secured.

Commenced Building in March, Launch'd December, 1842.

Surveyed on the $\frac{20}{4}$ $\frac{24}{7}$ $\frac{5}{8}$ $\frac{20}{8}$ $\frac{2}{9}$ $\frac{14}{9}$ $\frac{25}{10}$ $\frac{29}{11}$

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

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me,

Special£ : :

Committee's Minute 27th January 1843

Character assigned A 1 for G Class



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