

No. 2389 Survey held at Sunderland Date July 1843
on the Barque Lancaster Master London 10042
Tonnage 411 1/2 Built at Sunderland When built 1845
By whom built Hull and Sykes Owners
Port belonging to _____ Destined Voyage London for sale
If Surveyed Afloat or in Dry Dock During Building

Length aloft	91-47 6-83	Feet. Inches.	98	0	Extreme Breadth	25	6	Depth of Hold	16	6
Scantlings of Timber.					Thickness of Plank.					
Timber and Space	each	Inches.	12		Outside.		Inches.	Inside.		Inches.
Floors	sided	11 1/2	Moulded	12	10	Keel to Bilge	3	Foot Waling	3 1/2	
1 st Foothooks	"	10 1/2	"	9		Bilge Planks	4 1/2	Bilge Planks	4	
2 nd Ditto	"	10	"	8		Bilge to Wales	3	Ceiling in Flat	2 1/2	
3 rd Ditto	"	9	"	7 1/2		Wales	4 1/2	Ditto Bilge to Clamp	2 1/2	
Top Timbers	"	8	"	5		Topsides	3	Hold Beam Clamps	3 3/4	4
Deck Beams	N ^o . of 15 - 2 Space 4 ft	9	"	9	5 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	2 3/4	3 1/4
Hold Beams	N ^o . of 16 - 2 Space 4 ft	10 1/2	"	11	9	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2	
Keel	"	11	"	10		Water-Ways	6	Hold Beam Shelves	12 1/2	5
Kelsons	"	12	"	26		Upper Deck	3	Deck Beam Ditto	"	
Size of Bolts in Fastenings.					Iron.					
<i>Yellow Metal.</i> Copper.					<i>Yellow Metal.</i> Copper.					
Heel-Knee, and Dead Wood abaft	1-1/8	Inches.			Bolts thro' the Bilge and Foot Waling	3/4	6/8	Hold Beam	1-1/8	
Scarp of Keel	N ^o . 18	3/4			Butt End Bolts	3/8		Deck Beam	7/8	3/4
Floor Timber Bolts	1				Lower Pintle of the Rudder	3				
Kelson ditto	1-1/8									
Transoms and throats of Hooks	7/8	1-1/8						same in Iron above the Copper		
Arms of Hooks	7/8	3/4								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1-2 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 free from all defects. The Floors and first Foothooks are composed of Amer^c Oak. 1st & 2nd Eng. Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than average 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 tolerably free from sap, and from thence downwards, the frame is gently well squared. The alternate Frames are mostly bolted together. to 2 heads. N. B. If not, state how bolted. The Butts of the Timbers are gently close together; their thickness not less than 1/5 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^c Oak. and the False Kelson of Amer^c Oak. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Stettin Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer^c Elm. From the first Foothook Heads to the Light Water Mark of Amer^c Elm. From the Light Water Mark to the Wales of Amer^c and Baltic Oak. The Wales and Black-strakes are of Amer^c Oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of Amer^c Oak. The Water-ways of P. Pine & Amer^c Oak. 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 Two & Three between **Planking Inside.**—The Limber-strakes are composed of Amer^c Oak. the Bilge Planks of Amer^c Oak. The Ceiling, Lower Hold, of Amer^c Oak. Between Decks of P. Pine & 1/2" Oak. Shelf Pieces of Amer^c Oak. Clamps of Amer^c Oak & P. Pine. **Fastenings.**—To Hold Beams Iron Binder round one timber, shelf on top, and 12 pair Iron Hanging Nails. Deck Beams Lodging Staple Nails, and 12 pair Iron Hanging Nails. Number of Breasthooks Five & Hemson. Pointers one pair. One Iron Crutch & 3 Transomhooks 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 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. S. Simey
C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.



5810-126475

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,	200	Chain	1 3/4	3	Bower, 13.0.0. 12.2.6. 12.1.12.
1	Fore Top Sails,	75	Hempen Stream Cable	8	1	Stream, 4.0.0.
2	Fore Topmast Stay Sails,	60	Hawser	1 3/4	1	Kedge, 1.2.7.
1	Main Sails,	80	Towlines	5 3/4		
2	Main Top Sails,	80	Warp	5		
and usual outfit in other			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 Skiff.

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

General Remarks—Statement and Date of Repairs.

Floors are chiefly American oak remainder of frame of English oak generally good in quality & scantling fairly wrought, stepped and shifted, & tolerably well squared

Beams are good in quality & fair scantling and are generally well squared

Planking inside & out is of fair good quality chiefly cut from logs well seasoned, and well free of sap, fairly wrought and shifted. Nails are of English and French oak.

Beams, Knees, Hooks, Kells &c are all apparently well and sufficiently bolted.

Commenced Building in February 1842 Launched May 1843
Surveyed on the $\frac{23}{5}$ $\frac{6}{6}$ $\frac{24}{6}$ $\frac{6}{7}$ $\frac{14}{7}$ $\frac{5}{8}$ $\frac{1}{11}$

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

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

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

Special£ : :

Thos. B. Simey
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Committee's Minute _____ 184 _____

Character assigned See London No 10662



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Foundation