

No. 2469 Survey held at Sunderland Date January 1844
 on the B.K. "Lealons" Master James P. Dwyer
 Tonnage 339 Built at Sunderland When built 1844
 By whom built Samuel Austin Owners Robinson & Co
 Port belonging to London Destined Voyage Westward
 If Surveyed Afloat or in Dry Dock during Buildg.

Length aloft	Feet. 98. 107 0	Extreme Breadth	Feet. 26 6	Depth of Hold	Feet. 17 9	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each 12 1/2	Inches. Moulded 13 10 1/2	Outside.	Inches. Inside.	Inches.	
Floors.....	sided 12		Keel to Bilge	3	Foot Waling	3 1/2
1st Foothooks.....	" 10	" 9 1/2	Bilge Planks	4	Bilge Planks	4
2nd Ditto.....	" 9 1/2	" 8 1/2	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3rd Ditto.....	" 8 1/2	" 7 1/2	Wales	4 1/2	Ditto Bilge to Clamp	3 1/2
Top Timbers.....	" 8	" 5	Topsides	2 3/4	Hold Beam Clamps	4
Deck Beams N°. of 22	9 1/2	" 9 1/2 6	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3 1/4
Hold Beams N°. of 18	11	" 11 8	Plank Sheers.....	3 1/2	Ceiling 'twixt Decks	2
Keel.....	" 11	" 10	Water-Ways.....	6 1/2	Hold Beam Shelves	"
Kelsons.....	" 13	" 14	Upper Deck.....	3	Deck Beam Ditto.....	"
Size of Bolts in Fastenings.			Iron.			
Heel-Knee, and Dead Wood abaft	1 1/8	Copper.	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1 1/8
Scarphs of Keel..... N°. 8	1 1/4	Copper.	Butt End Bolts	3/4	Deck Beam	1 1/8
Floor Timber Bolts	1 1/8		Lower Pintle of the Rudder	3/4		
Kelson ditto	1 1/8					
Transoms and throats of Hooks	1 1/8					
Arms of Hooks	7/8					
					same in Iron above the Copper.....	

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 4 Inches. The Stem, Stern Post, and composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng. and Afr. Oak and are apply 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 1 1/4 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 all well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared throughout.

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 1/4 of the entire moulding at that place.

The Frame is Cross chocked with a Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 6 feet 0 inches. dowelled.

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 Foreign Oak

From the Light Water Mark to the Wales of Afr. and Eng. Oak

The Wales and Black-strakes are of Afr. and Eng. Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of African 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 — between —

Planking Inside.—The Limber-strakes are composed of African Oak the Bilge Planks of Afr. & Eng. Oak

The Ceiling, Lower Hold, of Afr. & Eng. Oak Between Decks of English Oak

Shelf Pieces of — Clamps of African Oak

Fastenings.—To Hold Beams Iron Nails Lodging Nails, 9 pair of Iron Nails, 8 & 6 Nails

Deck Beams Iron Nails Lodging Nails, and 14 pair Iron Nails on each side

Number of Breasthooks Five (Wood & Iron) Pointers one pair. One Iron Crutches and 3 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 Sound and Good throughout

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

Builder's Name —

Surveyor's Name John Brunt



6220-626975

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	5 1/2	3	Bower,	15.2.14 - 15 1/4 - 15
2	Fore Top Sails,	60	Hempen Stream Cable	9	1	Stream,	3.0.24
2	Fore Topmast Stay Sails,	80	Hawser	7 1/8	1	Kedge,	1.3.1
1	Main Sails,	100	Towlines	5 3/4			
2	Main Top Sails,	100	Warp	4 3/4			
and <u>well found</u>			All of <u>good</u> quality.				

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

She has One Long Boat and No other Boats

The present state of the Windlass is Suff Capstan Wick and Rudder Sufficient

with purchase

General Remarks—Statement and Date of Repairs.

The Materials of which this Vessel is built are of the best quality and well apportioned; The Workmanship and fastenings of the highest order throughout and fully equal to the Rules in every respect.

Was regularly surveyed during the Building at the following dates 20 23 26 19 16
4. 6. 6. 7

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

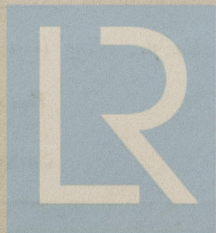
I am of opinion this Vessel should be Classed 12 A.1.

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

Special£ : :

Committee's Minute 6th February 1844

Character assigned A 1 for 12 yrs



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Foundation