

No. 2469 Survey held at Sunderland Date January 1841
 on the B.K. "Lealons" Master James P. [unclear]
 Tonnage 339 Built at Sunderland When built 1841
 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 | 98 | Feet. | 10 | Inches. | 0 | Extreme Breadth | 26 | Feet. | 6 | Depth of Hold | 17 | Feet. | 9 | Inches. |
| Scantlings of Timber. | | | | | | Thickness of Plank. | | | | | | | | |
| Timber and Space | each | 12 | Inches. | Moulded | 13 | Inches. | 10 | Inches. | Ends | Outside. | | Inside. | | Inches. |
| Floors | sided | 12 | | | | | | | | Keel to Bilge | 3 | Foot Waling | 8 | |
| 1 st Foothooks | " | 10 | | " | 9 | | 8 | | | Bilge Planks | 4 | Bilge Planks | 4 | |
| 2 nd Ditto | " | 9 | | " | 8 | | 7 | | | Bilge to Wales | 3 1/2 | Ceiling in Flat | 2 | |
| 3 rd Ditto | " | 8 | | " | 7 | | 6 | | | Wales | 4 | Ditto Bilge to Clamp | 3 | |
| Top Timbers | " | 8 | | " | 5 | | 5 | | | Topsides | 2 3/4 | Hold Beam Clamps | 4 | |
| Deck Beams | N ^o . of | 22 | | " | 9 | | 6 | | | Sheer Strakes | 3 1/2 | Deck Beam Ditto | 3 1/2 | |
| Hold Beams | N ^o . of | 18 | | " | 11 | | 8 | | | Plank Sheers | 3 | Ceiling 'twixt Decks | 2 | |
| Keel | " | 11 | | " | 10 | | 10 | | | Water-Ways | 6 | Hold Beam Shelves | " | |
| Kelsons | " | 13 | | " | 11 | | 11 | | | Upper Deck | 3 | Deck Beam Ditto | " | |
| Copper. | | | | | | Size of Bolts in Fastenings. | | | | | | Iron. | | |
| Heel-Knee, and Dead Wood abaft | | 1 1/8 | Inches. | | | | | | | Bolts thro' the Bilge and Foot Waling | 3/4 | Hold Beam | 1 1/8 | |
| Scarphs of Keel | N ^o . | 8 | | | | | | | | Butt End Bolts | 3/4 | Deck Beam | 7/8 | |
| 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 | | | | | | | | | | | | |

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, are 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 1/4 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 1/4 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 7/8 in. 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 Hoop Nails, & 6 Nails. Deck Beams Iron Nails Lodging Nails, and 14 pair Iron Hoop 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 Brunton



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 |
| 2 | Fore Top Sails, | 60 | Hempen Stream Cable | 9 | 1 |
| 2 | Fore Topmast Stay Sails, | 80 | Hawser | 7 1/8 | 1 |
| 1 | Main Sails, | 100 | Towlines | 5 3/4 | |
| 2 | Main Top Sails, | 100 | Warp | 4 1/2 | |
| and <u>well furnished</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 two 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 Proportions of which this Vessel is built are of the best quality and well adapted; 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 26 19} 4. 6. 6. 7. 16

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,

John Brantley

Special£ : :

Committee's Minute 6th February 1844

Character assigned A 1 for 12 years *Deferr* *d. 6 to survey*

[Signature]



Handwritten notes on the right margin, including 'of', 'enou', 'Repe', 'noted', 'been', 'no', 'We', 'later', 'P. d', 'to L', 'she', 'and'.