

No. 173 Survey held at Yarmouth Date 12 October 1837 173
on the Sh. Parrock Hall Master _____
344 194 Tonnage 397 ¹⁷⁷⁵/₃₅₀₀ Built at Yarmouth When built 1837
By whom built J. Preston Owners Somes
Port belonging to London Destined Voyage _____
If Surveyed Afloat or in Dry Dock _____ Launched October 10th

Length aloft.....	Feet. <u>tenth</u> <u>102</u> <u>5</u>	Extreme Breadth	Feet. <u>tenth</u> <u>24</u> <u>5</u>	Depth of Hold	Feet. <u>tenth</u> <u>18</u> <u>6</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>26</u>	Inches. Middle <u>12</u> Ends <u>12</u>	Outside.	Inches.	Inside.	
Floors.....	sided <u>1 1/2</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling.....	<u>4</u>
1 st Foothooks.....	" <u>9 1/2</u>	" <u>9 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>1 1/2</u>
2 nd Ditto	" <u>9</u>	" <u>9</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	" <u>8 1/2</u>	" <u>8 1/2</u>	Wales	<u>3</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>8</u>	" <u>5</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps <u>2</u>	<u>1 1/2</u>
Deck Beams	Number of <u>20</u>	" <u>9</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams	Do. Do. <u>17</u>	" <u>12</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	" <u>11</u>	" <u>13</u>	Water-ways	<u>8</u>	Hold Beam Shells <u>waterways</u> <u>10 1/2</u>	<u>10 1/2</u>
Kelsons	" <u>13</u>	" <u>14</u>	Upper Deck	<u>3</u>	Deck Beam ditto <u>10</u> <u>6 1/2</u> <u>3</u>	<u>1 1/2</u>

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>7/8</u>
Scarphs of Keel.....	N ^o . <u>6</u>	Butt End Bolts	<u>3/4</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts.....		Lower Pintle of the Rudder	<u>3/4</u>		
Kelson ditto.....	<u>1</u>			same in Iron above the Copper	<u>1 1/2</u>
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are free from all defects.
Her Floors and first Foothooks are composed of English & African oak Timber.
Her other Foothooks and Top Timbers of _____
Her Shifts of the first and second Foothooks are not less than 4 to 4-6 N.B. When reported by you less than the prescribed Rule, then state how many.
The rest of the Shifts of the Frame are 4 to 5
The Frame is well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____
The alternate Frames are _____ bolted together.
The Butts of the Timbers are _____ close together; their thickness not less than 1/3 of the entire moulding at that place.
The Frame is cross chocked with 1 Butt at each end of the chock.
The Main Kelson is composed of English oak and the False Kelson of _____
The Scarphs of the Kelsons are not less than 6 feet 4 inches.
The Deck and Hold Beams are composed of English oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm
From the first Foothook Heads to the Light Water Mark of English & African oak
From the Light Water Mark to the Wales of _____
The Wales and Black-strakes are of _____
The Topsides of _____
The Sheer-strakes of African oak
The Gunwales of English oak Water-ways of red pine
The Shifts of the Planking are not less than 5 Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.
The Planking is wrought three between.

Planking Inside.—The Clamps are composed of English oak the Stringers of African oak
The Bilge Planks of English & African oak and the remainder of the Ceiling of English oak
Fastenings.—To Hold Beams Double Iron staple knees each end & 8 iron hanging knees of a side
Deck Beams lodging knee & iron hanging knees each end except where staple standers are placed
Number of Breasthooks 7 Pointers 2 Crutches 1
Butts End Bolts are of Copper in the Bottom, and 1 Bolt in each Butt End through and clenched.
Bilge and Footwaling Copper 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 Wm. A. Preston
Surveyor's Name J. M. M.

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.	Inches.	N ^o .	
	Fore Sails,		Chain		Bower,
	Fore Top Sails,		Hempen Stream Cable.....		Stream,
	Fore Topmast Stay Sails,		Hawser		Kedge,
	Main Sails,		Towlines		All of proper weight.
	Main Top Sails,		Warp		
and			All of _____ quality.		

Her Standing and Running Rigging is _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This vessel has been well built both as to Materials & workmanship. She is framed choaked & fastened as the rule prescribes. She has ship iron standed on each side from the upper Deck beams to the lower beams that have not iron hanging knees. She has a Poop & Fore castle. She leaves this for London under Jureymash.

houts Nov 3rd Has been docked bottom holed up and Capped at the present time George Bayley

If Sheathed, Doubled, or Felted, Capped on Paper in house
and Date when last done November 1837

And I am of opinion this Vessel should be Classed 12A

The Amount of the Fee.....£ 4: 4: is received by me, [Signature]

Committee Minute

1837

Character assigned

A for 12 Years [Signature]



© 20

Lloyd's Register
Foundation