

No. 222 Survey held at Yarmouth Date 27 June 18 38 222
 on the Wh Susan Crisp Master Glanning
 Tonnage 290⁵⁶/₇₄ 290²²¹/₃₅₀ Built at Yarmouth When built 1838
 By whom built J Barber Owners Crisp & Co
 Port belonging to London Destined Voyage London
 If Surveyed ~~Afloat or in Dry Dock~~ in the three stages launched 12 July

Length aloft.....99^{Feet.}11^{Inches.} Extreme Breadth21^{Feet.}6^{Inches.} Depth of Hold15^{Feet.}9^{Inches.}

Scantlings of Timber.

| | Inches | Inches Middle | Inches Ends |
|---|------------|---------------|-------------|
| Timber and Space..... each | <u>24</u> | | |
| Floors..... sided | <u>10½</u> | Moulded | <u>11</u> |
| 1st Foothooks..... " | <u>9</u> | " | <u>9½</u> |
| 2nd Ditto..... " | <u>8</u> | " | <u>9</u> |
| 3rd Ditto..... " | <u>7½</u> | " | <u>8</u> |
| Top Timbers..... " | <u>7</u> | " | <u>4½</u> |
| Deck Beams..... Number of <u>14</u> " | <u>9</u> | " | <u>9</u> |
| Hold Beams..... Do. do. <u>17</u> " | <u>10½</u> | " | <u>11</u> |
| Keel..... " | <u>12</u> | " | <u>14</u> |
| Kelsons..... " | <u>12</u> | " | <u>14</u> |

Thickness of Plank.

| Outside. | Inches. | Inside. | Inches. |
|----------------------|-----------|----------------------------|------------------------------------|
| Keel to Bilge | <u>3</u> | Foot Waling..... | <u>3½</u> |
| Bilge Planks | <u>4</u> | Bilge Planks | <u>4</u> |
| Bilge to Wales | <u>3</u> | Ceiling in Flat | <u>2½</u> ³ |
| Wales | <u>3</u> | Ditto Bilge to Clamp | <u>2½</u> ³ |
| Topsides | <u>2½</u> | Hold Beam Clamps | <u>4</u> |
| Sheer Strakes | <u>3½</u> | Deck Beam Ditto..... | <u>3</u> |
| Plank Sheers..... | <u>3½</u> | Ceiling 'twixt Decks | <u>2½</u> ³ |
| Water-ways | <u>6</u> | Hold Beam Shelves | <u>4</u> ⁶ |
| Upper Deck | <u>3</u> | Deck Beam ditto | <u>3</u> ⁴ ⁴ |

Size of Bolts in Fastenings.

| Copper. | Inches | Copper. | Inches | Iron. | Inches |
|---|------------|--|-------------|-------------------------------------|------------|
| Keel-Knee, and Dead Wood abaft | <u>1½</u> | Bolts thro' the Bilge and Foot Waling..... | <u>3/4</u> | Hold Beam..... | <u>1</u> |
| Scaphs of Keel..... N ^o . <u>8</u> | <u>1</u> | Butt End Bolts | <u>3/4</u> | Deck Beam | <u>7/8</u> |
| Timber Bolts..... | | Lower Pintle of the Rudder | <u>2/10</u> | | |
| Ditto..... | <u>1/8</u> | | | same in Iron above the Copper | <u>1/8</u> |
| Stems and throats of Hooks | <u>1</u> | | | | |
| of Hooks | <u>7/8</u> | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. ½ The Space between the Top-timbers is 4½ 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 oak Timber.

Her other Foothooks and Top Timbers of

Her Shifts of the first and second Foothooks are not less than 3-10 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3-10 & 4-6

The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is good

The alternate Frame are bolted together. 3/4 iron

The Butts of the Timbers are close together; their thickness not less than 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 & African oak and the False Kelson of

The Scarphs of the Kelsons are not less than 5 feet 10 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 English & American Plan

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of

The Topsides of

The Sheer-strakes of

The Gunwales of

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.

Planking Inside.—The Clamps are composed of English oak and the remainder of the Ceiling of

The Bilge Planks of

Fastenings.—To Hold Beams double wood lodging knees to each end except 5 abaft which have single wood

Deck Beams Double wood lodging knees to each end & 6 iron staple knees from deck to hold beams & 8 iron hanging knees

Number of Breasthooks 6 Pointers 2 Crutches 1

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

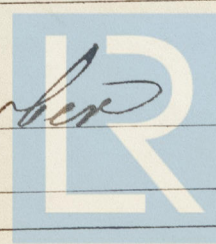
General Quality of Workmanship Good

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

Builder's Name

Surveyor's Name

Thomas Barber
G. W. M. M.



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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 and Workmanship. She is framed
chocked & fastened as the rules prescribe
she left this in tow of a steamer*

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And *V Am* of opinion this Vessel should be Classed *12 A*

The Amount of the Fee.....£ *3 : 3 :* is received by me, *G. Mon*

Committee Minute *7 Aug* 183*5*

Character assigned *A for 12 Months*



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