

No. 151 Survey held at Bombay Date 18 March 1846
on the Scholar Master George Lee
Tonnage 27 Built at Durham When built 1844 Lengthened 9 feet
whom built George Lee Owners George Lee
belonging to Bombay Destined Voyage Guangzhou
urveyed Afloat or in Dry Dock in the stocks when lengthening

Length aloft	Feet. 44	Inches. 7	Extreme Breadth	Feet. 12	Inches. 3	Depth of Hold	Feet. 6	Inches. 10
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	18	Outside.			Inside.		
Floors	sided	3	Keel to Bilge	1 1/2		Foot Waling	2	
1st Foothooks	"	3	Bilge Planks	2		Bilge Planks	2 1/2	
2nd Ditto	"	4 1/2	Bilge to Wales	1 1/4		Ceiling in Flat	1 3/4	
3rd Ditto	"	4 1/4	Wales	2 1/2		Ditto Bilge to Clamp	1 3/4	
Top Timbers	"	4	Topsides	2		Hold Beam Clamps		
Beams N° of 16	"	6	Sheer Strakes	2 1/2		Deck Beam Ditto	2 1/2	
Beams N° of	"		Plank Sheers	2		Ceiling 'twixt Decks	1 1/2	
	"	3 1/2	Water-Ways	2 1/4		Hold Beam Shelves		
	"	6	Upper Deck	1 3/4		Deck Beam Ditto	2 1/2	for 7 inches

Copper.		Size of Bolts in Fastenings.		Iron.	
1-Knee, and Dead Wood abaft	3/4	Bolts thro' the Bilge and Foot Waling	1 1/2	Hold Beam	
Scaphs of Keel N° 12	3/4	Butt End Bolts	1 1/2	Deck Beam	3/4
or Timber Bolts	3/4	Lower Pintle of the Rudder	1 1/2		
son ditto	3/4				
Transoms and throats of Hooks	3/4				
Scaphs of Hooks	1/2				

bering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all 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 3 1/2 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2

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

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than all of the entire moulding at that place.

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

The Main Kelson is composed of American White Oak and the False Kelson of Red Oak

The Scarphs of the Kelsons are not less than in six feet Length inches.

The Deck and Hold Beams are composed of English Oak

ing Outside.—From the Keel to the first Foothook Heads the Plank is composed of all

From the first Foothook Heads to the Light Water Mark of all

From the Light Water Mark to the Wales of all

The Wales and Black-strakes are of Red Oak The Topsides of all

The Sheer-strakes and Plank-sheers of all The Water-ways of all

The Decks of all State of all

The Shifts of the Planking are not less than 4 Feet 6 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 all between

Planking Inside.—The Limber-strakes are composed of all the Bilge Planks of all

The Ceiling, Lower Hold, of all Between Decks of all

Shelf Pieces of all Clamps of all

Fastenings.—To Hold Beams

Deck Beams all

Number of Breasthooks 4 Pointers all Crutches all

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

Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship all

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

Builder's Name George Lee

Surveyor's Name all

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails,	120	Chain	5 1/2	2	Bower, 2 1/2 & 2 1/2 Cwt
	Fore Top Sails,	45	Hempen Stream Cable	4 1/2		Stream,
	Fore Topmast Stay Sails,	45	Hawser	4 1/2	1	Kedge, 1 Cwt
	Main Sails,	40	Towlines	4		
	Main Top Sails,	130	Warp	3 1/4		
and			All of <u>best</u> quality.			

Her Standing and Running Rigging _____ 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 was built for a herring boat but finding her too large she was only in use for six weeks and then put under a shed she is now a strong substantial vessel and very well lengthened with workmanship of the best description she is abundantly supplied with all stores and no expense has been spared by the owner to make her complete.

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

I am of opinion this Vessel should be Classed _____

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

Special£ : :

Committee's Minute 13 Mar 1846

Character assigned 1st class