

Rec'd Oct 1844

No. 117 Survey held at Belfast Date 2^d October 1844
on the Brig Royal William Master Wm. Montgomery
Tonnage 156 928 Built at Belfast When built 1844
By whom built Alex. Mc Laine Owners Lord Raper
Port belonging to Belfast Destined Voyage To Thorn & from thence to Malta
If Surveyed Afloat or in Dry Dock Surveyed on floats, and in dry dock

Length aloft	Feet. 11	Inches. 1	Extreme Breadth	Feet. 19	Inches.	Depth of Hold	Feet. 13	Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	20	Moulded	10		Keel to Bilge	2 1/2	
Floors	sided	9				Bilge Planks	4	
1 st Foothooks	"	8 1/2	"	8 1/2		Bilge to Wales	2 1/2	
2 ^d Ditto	"	7 1/2	"	7 1/2		Wales	4	
3 ^d Ditto	"	7	"	6 3/4		Topsides	2 1/4	
Top Timbers	"	6	"	5		Sheer Strakes	3	
Deck Beams N ^o . of 12	"	8 1/2	"	8		Plank Sheers	3	
Hold Beams N ^o . of 6	"	9	"	9		Water-Ways	6+10	
Keel	"	10	"	11		Upper Deck	3	
Kelsons	"	11	"	13				
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	1	yellow metal				Hold Beam	7/8	iron
Scarpns of Keel	N ^o . 10	3/4 bolts				Deck Beam	7/8	"
Floor Timber Bolts	1	yellow metal						
Kelson ditto	1	yellow metal						
Transoms and throats of Hooks	1	yellow metal						
Arms of Hooks	7/8							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English oak and are free from all defects. Knight Heads, Hawse Timbers, of English oak. The Floors and first Foothooks are composed of English oak. The other Foothooks and Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than 3, 5, 7 1/2 feet. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2, 4 1/2, 5 1/2, 6 1/2. The Frame is all well squared from the first Foothook Heads upwards, and is quite 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 1/3 of the entire moulding at that place. The Frame is all chocked with a Butt at each end of the chock. The Main Kelson is composed of Quebec oak and the False Kelson of Quebec oak. The Scarpns of the Kelsons are not less than all in one piece feet — inches. The Deck and Hold Beams are composed of all English oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of Quebec oak. From the Light Water Mark to the Wales of Quebec oak. The Wales and Black-strakes are of American & English oak. The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of English & Irish oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of Good. The Shifts of the Planking are not less than 5 1/2 Feet — 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 one between of 4 feet. **Planking Inside.**—The Limber-strakes are composed of Quebec White oak. The Bilge Planks of Quebec white oak. The Ceiling, Lower Hold, of Quebec White oak. Between Decks of Pitch Pine. Shelf Pieces of Quebec White oak. Clamps of Quebec White oak. **Fastenings.**—To Hold Beams 3 Planks bind plank inside, 4 iron truss to each beam. Deck Beams a stranger & clamp with iron staples truss. Number of Breasthooks 3 English oak. Pointers 1 iron. Crutches 1 iron. Butts End Bolts are of Yellow metal in the Bottom, and every Bolt in each Butt End through and clenched. Bilge and Footwaling Yellow metal 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 Alex. Mc Laine

Surveyor's Name George Mc Laine

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

Her Standing and Running Rigging all sufficient in size and new - good in quality.

Robinson & Co. New Castle, Del.

The present state of the Windlass is Good Capstan — and Rudder Good

I have seen this vessel almost every day when building. I surveyed her three times on the stocks, has got a quarter deck 12 inches high & 24 feet long, with a main bulk head and wood stanchions to every beam in hold, has a dble beam at the bent of quarter deck, has three 4 inch plank inside the same and the bend plank outside, where the middle deck beam knees are bolted, is well furnished & fitted out with the best materials is a handsome model in my opinion she may be classed what she was built for gunboat. A.I.

I am of opinion this Vessel should be Classed 9 years AT

Special£ : :

Character assigned

Character assigned