

No. 1539 Survey held at Bristol

Date 25<sup>th</sup> November 1850

on the Brig "Matilda"

Master Anthony Hicks

Tonnage 230 <sup>240 new</sup> Built at Bristol

When built 25<sup>th</sup> Nov<sup>r</sup> 1850

By whom built *Chas Hill & Co*

Owners *Chas Hill*

Port belonging to Bristol

Destined Voyage West Indies

If Surveyed Afloat or in Dry Dock *During the Building & Afloat*

Length aloft	90	Extreme Breadth	20	10	Depth of Hold	15	4
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Scantlings of Timber.

Room and Space	Inches.	Inches. Middle	Inches. Ends
Floors	22 1/2	11	
1st Foothooks	9 1/2	9	
2nd Ditto	7 3/4	8 1/2	
3rd Ditto	7 1/4	7	5
Top Timbers	7 1/4		
Deck Beams N <sup>o</sup> 15	8 1/2	8 1/2	
Hold Beams N <sup>o</sup> 13	10	10	
Keel	10 1/2	11	
Kelsons	11 1/2	14	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2 3/4	Limber Strakes	3 1/2
Bilge Planks	3 1/2	Bilge Planks	3
Bilge to Wales	3	Ceiling in Flat	2 1/2
Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Topsides	2 1/2	Hold Beam Clamps	3 1/2
Sheer Strakes	3 1/4	Deck Beam Ditto	3
Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Water-Ways	5 1/2	Hold Beam Shelves	5
Upper Deck	3	Deck Beam Ditto	4

Size of Bolts in Fastenings, distinguishing whether

Yellow Copper or Iron. Metal	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1 1/4	Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	1
Scarphs of Keel N <sup>o</sup> 8	1 1/16	Butt End Bolts	3/4	Deck Beam	7/8
Floor Timber Bolts	1 1/4	Lower Pintle of the Rudder	2 3/4		
Kelson ditto	1 1/16				
Transoms and throats of Hooks	1 1/16				
Arms of Hooks	7/8				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of *English Oak* the Transoms, Aprons, Knight Heads, Hawse Timbers, of *English Oak* and are free from all defects.

The Floors and first Foothooks are composed of *Do* Timber.

The other Foothooks and Top Timbers of *Do*

The Shifts of the first and second Foothooks are not less than *3 ft 9 inches* N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are *Same*

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

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

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 *well* chocked with *a* 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 inches.

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 *English Elm*

From the first Foothook Heads to the Light Water Mark of *English Oak*

From the Light Water Mark to the Wales of *Do*

The Wales and Black-strakes are of *Do* The Topsides of *English Oak*

The Sheer-strakes and Plank-sheers of *Do* The Water-ways of *Do*

The Decks of *Yellow Pine* State of *very good*

The Shifts of the Planking are not less than 5 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 *three* between

**Planking Inside.**—The Limber-strakes are composed of *English Oak* the Bilge Planks of *English Oak*

The Ceiling, Lower Hold, of *Do* Between Decks of *Do*

Shelf Pieces of *Do* Clamps of *Do*

**Fastenings.**—To Hold Beams *Sheep pieces and double Lodging knees and 3 hanging knees on each side under the cabin deck*

Deck Beams *Sheep pieces and single Lodging knees, double in the Hatch way and 6 hanging knees on each side.*

Number of Breasthooks 4 Pointers 2 Crutches *one and transom knees over keel of stem timbers.*

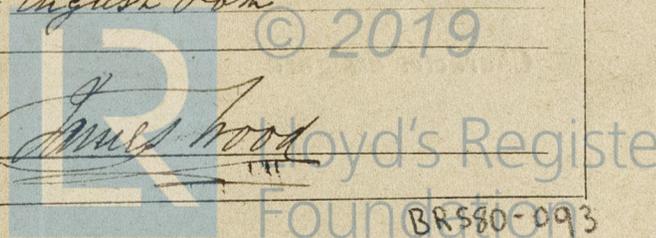
Butts End Bolts are of *Yellow metal* in the Bottom, and *a* Bolt in each Butt end through and clenched.

Bilge and Limber Strakes *same* bolted through and clenched. Treenails of *English Oak*

General Quality of Workmanship *very good*

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

Builder's Signature \_\_\_\_\_ Surveyor's Signature *J. Wood*



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	180	Chain .....	1 3/16	3
1	Fore Top Sails,	90	Hempen Stream Cable .....	7	1
2	Fore Topmast Stay Sails,	90	Hawser .....	5 1/2	1
1	Main Sails,	90	Towlines .....	3	
2	Main Top Sails,		Warp .....		
and <u>Gibs all new</u>			All of <u>new</u> quality.		

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

She has one Long Boat and Jolly Boat

The present state of the Windlas is patent Capstan much and Rudder good Pumps 2 good

**General Remarks—Statement and Date of Repairs.**

This Vessel has been frequently surveyed during the progress of building; she is well built and secured, and the materials all of good quality — She was launched in October, but was not finished until the 25<sup>th</sup> Nov<sup>r</sup> the day the third Breast hook was fitted and fastened; she was Registered on the 6<sup>th</sup> Nov<sup>r</sup> and went to sea the latter part of Dec<sup>r</sup> last. I send herewith Mr Hill's letter to me, the contents of which I believe to be true.

180 fms chain cable 1 3/16 sustained a tension of 24 Tons

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over paper When last done Nov<sup>r</sup> 1850

I am of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 3 : - : is received by me,

Special .....£ 11 : 10 :

Certificate (if required) .....£ : 10 :

Committee's Minute 14<sup>th</sup> Jan<sup>y</sup> 1851

Character assigned A 1

*James Hood*

*12 Nov 1850*

*James*  
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*Lloyd's Book*  
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