

No. 57 Survey held at Cardiff Date 12th Sept 1835
 on the Brig "Mersid" Master John Duffell
 Tonnage 195 Built at Great Yarmouth When built 1824
 By whom built James Lovell Owners John Duffell Palmer
 Port belonging to Yarmouth Destined Voyage Cardiff to West Indies
 If Surveyed ~~Afloat~~ in Dry Dock at Cardiff

59
 J. D. P.

Length aloft..... 81 0 Feet. Inches. Extreme Breadth 23 6 1/2 Feet. Inches. Depth of Hold 10 9 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	<u>20</u>			Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3</u>
Floors..... sided	<u>12</u>	Moulded	<u>12</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>4</u>
1 st Foothooks.....	<u>9 1/2</u>	"	<u>11 3/4</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2 1/2</u>
2 nd Ditto.....	"	"	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
3 rd Ditto.....	"	"	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3 1/2</u>
Top Timbers	"	"	"	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams	<u>10</u>	"	<u>8</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Hold Beams	<u>11 1/2</u>	"	<u>9</u>	Water-ways	<u>4</u>	Hold Beam Shelves	<u>3</u>
Keel	<u>11</u>	"	<u>9</u>	Upper Deck	<u>2 1/2</u>	Deck Beam ditto	<u>2 1/2</u>
Kelson.....	<u>13</u>	"	<u>10</u>				

all British Oak
 Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarpns of Keel..... N ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts.....		Lower Pintle of the Rudder			
Kelson ditto.....					
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/4 Inches. The Space between the Top-timbers is six Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are quite free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.
 Her other Foothooks and Top Timbers of British Oak
 Her Shifts of the first and second Foothooks are not less than (not seen) N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not seen
 The Frame is perfectly squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is perfectly squared (tried by boring)
 The alternate Frames are not bolted together.
 The Butts of the Timbers are not close together; their thickness not less than not seen of the entire moulding at that place.
 The Frame is not chocked with not seen Butt at each end of the chock. not seen
 The Main Kelson is composed of British Oak and the False Kelson of not seen
 The Scarpns of the Kelsons are not less than five feet six inches.
 The Deck and Hold Beams are composed of British Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm
 From the first Foothook Heads to the Light Water Mark of British Oak
 From the Light Water Mark to the Wales of British Oak
 The Wales and Black-strakes are of British Oak
 The Topsides of British Oak
 The Sheer-strakes of British Oak
 The Gunwales of British Oak Water-ways of the same
 The Shifts of the Planking are not less than four feet 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 British Oak the Stringers of British Oak
 The Bilge Planks of British Oak and the remainder of the Ceiling of the same

Fastenings.—To Hold Beams Double wood lagging knees & stringer on the beams 8 in wide & 4 1/2 thick
 Deck Beams Wood lagging knees British Oak and seven iron lagging knees on e/c side
 Number of Breasthooks 1 iron Pointers none Crutches none
 Butts End Bolts are of Copper in the Bottom, and two Bolt in each Butt End through and clenched
 Bilge and Footwaling Copper bolted through and clenched.
 General Quality of Workmanship The best description

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

Builder's Name James Lovell
 Surveyor's Name Wm. P. Nichol



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	1 1/2	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	9	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	8	Kedge,
2	Main Sails,		Towlines		All of proper weight.
2	Main Top Sails,	90	Warp	4	
	and		All of <u>the best</u> quality.		

Her Standing and Running Rigging is all good sufficient in size and Best in quality.

She has one Long Boat and one Skiff both good

The present state of the Windlass is Secure Capstan good and Rudder well & properly hung.

General Remarks—Statement and Date of Repairs.

This vessel appears to be built of the best Materials, well fastened firm & substantially put together, the whole of her outside planks and ceiling is sound and good also proper shifts, the decks are good & tight, her Water ways, Pint Stakes, Topsides and wales, have been carefully examined and properly caulked at this Port, present voyage.

She is now in the best possible repair and fit to carry a dry cargo in any Foreign voyage.

M. Whitchurch

If Sheathed, Doubled, or Felted, Copper Sheathed and Date when last done August 1834 at Portsmouth.

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

The Amount of the Fee.....£ 1 : 1 : 0 is received by me,

M. Whitchurch

Committee Minute 9 October 1835

Character assigned A 1
[Signatures]

