

No. 787 Survey held at London Date 17th December 1899  
on the New Baron Hallow Master John Shaw  
Tonnage 410 5/8 Built at London When built 7th December 1899  
By whom built Murray & Co Owners John Walker & Co  
Port belonging to London Destined Voyage Spain to Gibraltar  
If Surveyed Afloat or in Dry Dock in Dock

Length aloft.....110<sup>Feet</sup>5<sup>Inches</sup> Extreme Breadth 24<sup>Feet</sup>9<sup>Inches</sup> Depth of Hold .....18<sup>Feet</sup>10<sup>Inches</sup>

#### Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	<u>13</u>		
Floors..... sided	<u>13</u>	Moulded	<u>15</u>
1 <sup>st</sup> Foothooks..... "	<u>12</u>	"	<u>12</u>
2 <sup>nd</sup> Ditto..... "	<u>11 1/2</u>	"	<u>10 1/2</u>
3 <sup>rd</sup> Ditto..... "	<u>10</u>	"	<u>9 1/2</u>
Top Timbers..... "	<u>9</u>	"	<u>7 1/2</u>
Deck Beams..... Number of <u>11</u>	<u>11</u>	"	<u>11</u>
Hold Beams..... Do. do. <u>15</u>	<u>12</u>	"	<u>12 1/2</u>
Keel..... "	<u>14</u>	"	<u>14 1/2</u>
Kelsons..... "	<u>14</u>	"	<u>10 1/2</u>

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	<u>3 1/2</u>	Foot Waling.....	<u>1</u>
Bilge Planks .....	<u>3 1/2</u>	Bilge Planks .....	<u>1 1/4</u>
Bilge to Wales .....	<u>3 1/4</u>	Ceiling in Flat .....	<u>3</u>
Wales .....	<u>5</u>	Ditto Bilge to Clamp .....	<u>3</u>
Topsides .....	<u>3</u>	Hold Beam Clamps.....	<u>2 1/2</u>
Sheer Strakes .....	<u>2 3/8</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twist Decks .....	<u>3</u>
Water-ways .....	<u>10</u>	Hold Beam Shelves .....	<u>2 1/4</u>
Upper Deck .....	<u>3 1/2</u>	Deck Beam ditto.....	<u>2 1/2</u>

#### Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft .....	<u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>1/2</u>	Hold Beam.....	<u>1</u>
Scarp of Keel..... N <sup>o</sup> .	<u>7/8</u>	Butt End Bolts .....	<u>3/4</u>	Deck Beam .....	<u>7/8</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder .....	<u>3/4</u>		
Kelson ditto.....	<u>1 1/8</u>				
Transoms and throats of Hooks .....	<u>1 1/8</u>			same in Iron above the Copper .....	<u>1 1/8</u>
Arms of Hooks .....	<u>1 1/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 10 1/2 Inches. The Space between the Top-timbers is 2 1/4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are 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 1 1/8 to 1 1/4 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are good

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

The alternate Frames are all bolted together.

The Butts of the Timbers are close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. all Bays choocked and squared

The Main Kelson is composed of African Oak and the False Kelson of African Oak

The Scarphs of the Kelsons are not less than 2 feet 6 inches.

The Deck and Hold Beams are composed of British African Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Oak

From the first Foothook Heads to the Light Water Mark of African & British Oak

From the Light Water Mark to the Wales of African & British Oak

The Wales and Black-strakes are of African & British Oak

The Topsides of African & British Oak

The Sheer-strakes of African & British Oak Decks, and state of, Yellow Pine New

The Gunwales of African Oak Water-ways of Red Pine

The Shifts of the Planking are not less than 5 1/2 Feet 10 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought two and four between two the Stringers of American Oak

**Planking Inside.**—The Clamps are composed of American Oak and the remainder of the Ceiling of American Oak

The Bilge Planks of American Oak To Hold Beams from logging knees on cheeks of British Oak, with stringer iron and iron bands and 12 diagonal iron standers

Deck Beams from logging knees, on British and African Oak cheeks with stringer iron and 12 diagonal iron standers

Number of Breasthooks two Pointers two Crutches two

Butts End Bolts are of Copper in the Bottom, and 1 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 John P. Curran



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	240	Chain .....	1 1/2	3	Bower, 8"
2	Fore Top Sails,	80	Hempen Stream Cable.....	9	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .....	5	2	Kedge, 8"
1	Main Sails,		Towlines .....			All of proper weight.
2	Main Top Sails,		Warp .....			
and will found in other sails		75	All of <u>good</u> quality.	5		

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

She has 1 Long Boat and 1 Sloop Boat & 1/2

The present state of the Windlass is good with Capstan good and Rudder good  
For Gwynne's Patent Purchase Your lead pumps work

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

Laid on in November 1838 and launched 7<sup>th</sup> December 1839. Surveyed at the three prescribed periods; and at other times specially while Building. All frame all English and Welsh oak of good quality, well seasoned and well squared, built wholly in frame, shifts of timbers good, Cross checked, and secured, number of Beams and fastenings as described being securely fastened. Plank and Ceiling (as on other side) of good quality and well wrought, shifted two and three between, three mortises and where top is wrought the Butt is not on same timber. Two Portals and two Riders aft of Bristol oak, and the Wing and Rider Beams, are diagonally Iron Wired to the sides, securing well, the stern frame to after body; Copper Bilge and Butt bolted through and clenched on rings, Helms bolts through each floor and clenched on rings on main Keel; She is well finished, and her store and furnishings are of the best description. Special Survey Fees £10-10/- Paid

If Sheathed, Doubled, or Felted, Sheathed with Pine and oak from Water to about 1/2 ft down amidships

and Date when last done to same extent forward and aft, and before the Masts were taken in December 1839

And Am of opinion this Vessel should be Classed "A"

The Amount of the Fee.....£ 5 : 5 : is received by me,

John P. Cunningham

Committee Minute

4<sup>th</sup> July 1840

Character assigned

A 1 for 70 tons