

No. 808 Survey held at Gungahpe Date 21<sup>st</sup> February 1840  
on the New Ship "Twin" built at Gungahpe Master J. A. Gray  
Tonnage 523.1 m. Built at Gungahpe When built 22<sup>nd</sup> January 1840  
By whom built Messrs. P. & S. Owners Messrs. P. & S.  
Port belonging to Gungahpe Destined Voyage Clyde to Bombay  
If Surveyed Afloat or in Dry Dock in Stocks

Length aloft	120	13	10	Extreme Breadth	26	5	10	Depth of Hold	19	7
Scantlings of Timber.				Thickness of Plank.						
Timber and Space	each	13								
Floors	sided	18	Moulded	16						
1 <sup>st</sup> Foothooks	"	12	"	13						
2 <sup>nd</sup> Ditto	"	11	"	11						
3 <sup>rd</sup> Ditto	"	11	"	9						
Top Timbers	"	9	"	13						
Deck Beams	N <sup>o</sup> . of 20	11	"	11						
Hold Beams	N <sup>o</sup> . of 14	14	"	14						
Keel	"	14	"	14						
Kelsons	"	14	"	14						
Copper.				Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft	12									
Scarphs of Keel	N <sup>o</sup> .	8								
Floor Timber Bolts	12									
Kelson ditto	12									
Transoms and throats of Hooks	12									
Arms of Hooks	12									
Copper.				Iron.						
Bolts thro' the Bilge and Foot Waling				Hold Beam						
Butt End Bolts				Deck Beam						
Lower Pintle of the Rudder				same in Iron above the Copper						

**Limbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 13 Inches. The Space between the Top-timbers is 12 Inches. The Stem, Stern Post, are composed of British & African oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British & African oak and are free from all defects. The Floors and first Foothooks are composed of British oak Timber. The other Foothooks and Top Timbers of British oak. The Shifts of the first and second Foothooks are not less than 4 to 6 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is all 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. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. all well chocked. The Main Kelson is composed of African oak and the False Kelson of African oak. The Scarphs of the Kelsons are not less than 4 feet 1 inches. The Deck and Hold Beams are composed of British & African oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Gpm. From the first Foothook Heads to the Light Water Mark of American, British, & African 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 oak. The Sheer-strakes and Plank-sheers of African oak. The Water-ways of British oak. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than 50 Feet 10 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 two and three between the main beams.

**Planking Inside.**—The Limber-strakes are composed of African & British oak the Bilge Planks of African & British oak. The Ceiling, Lower Hold, of African & British oak. Between Decks of African & British oak. Shelf Pieces of African & British oak. Clamps of African & British oak.

**Fastenings.**—To Hold Beams Iron lagging Nails in square body, double lagging Nails British oak in cant. Deck Beams Iron lagging Nails in square body, double lagging Nails British oak in cant. Number of Breasthooks 12 Pointers 20 Crutches all British oak. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling all bolted through and clenched.

General Quality of Workmanship very good.

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

Builder's Name

Surveyor's Name



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,	270	Chain .....	1 1/2	3	Bower, 5'
2	Fore Top Sails,	85	Hempen Stream Cable .....	9 1/2	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser .....	7	2	Kedge, 5'
1	Main Sails,	75	Towlines .....	4 1/2		
2	Main Top Sails,	75	Warp <u>Shrove Cham</u> .....	1 1/2		
and will found in other sails			All of <u>good</u> quality.			

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

She has a Long Boat and Sally Boat & Cutter

The present state of the Windlass is good with Capstan too good and Rudder good

How & Garrow's Patent Anchor

How-lead Pumps good

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

Laid on in January 1839, and launched 22<sup>nd</sup> January 1840, She is all English, and built of good quality, well seasoned and well squared, built entirely in Shear, Shift of timbers good, thoroughly brot through, planking and Buling of good quality, Deck Strakes 1 1/2 inches, bolted through Mid-breadth from side to side, with the Inch Lifter, very two feet, Plank and Buling, well wrought, and Shifted two and three between, and where two is wrought, the Plank is not on same timber, number of Beams and fastenings as described, Three pairs of British oak Rides and Spanters aft, and the Wing and Rides Beams, diagonally from Rides to the side, Lifter bilge and fastened bolted, the latter into each footboard heel, all through, and clenched on rings, Nelson bolts through each floor and clenched on rings on iron plates. She is well finished, and her stores and furnishings, one of the best description.

Special Survey New 110-10<sup>th</sup> Paid, being agreed for by letter in March last 1839.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine from water When last done to about 9 feet down amidships

I am of opinion this Vessel should be Classed "A" to same range forward and aft, and Yellow painted to the water over Pape in February 1840

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

Special .....£ 10 : 10 : -  
£15.15.0

Committee's Minute 24<sup>th</sup> March 1840

Character assigned A 1 for 12 Years

John R. Crossin  
Genl Clerk 26  
Deputy  
26 March