

96

No. 1406 Survey held at Larkmouth
on the Brig Guide

Rec 23/2/54 1406
Date February 22 1854
Master Robert Jarrett

207 4/4
154 1/8

Tonnage 207 4/4 Built at Larkmouth When built 1854
By whom built Messrs Holman & Kelly Owners Messrs Hunt & Henley
Port belonging to London Destined Voyage Alexandria

If Surveyed Afloat or in Dry Dock - Specially during Construction
and sanctioned January 7th

Length aloft	98 3/10	Feet. Inches.	Extreme Breadth	18 7/10	Feet. Inches.	Depth of Hold	11 3/10	Feet. Inches.
Scantlings of Timber.				Thickness of Plank.				
Timber and Space	each	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.
Floors	side	12 1/2	8 1/2	Keel to Bilge	2 1/2	Foot Waling	1 of 3 1/2	3 1/2
1 st Foothooks		8 1/2	8	Bilge Planks	4 1/2	Bilge Planks	1 of 3 1/2	4 1/2
2 nd Ditto		8 1/2	8	Bilge to Wales	2 3/4	Ceiling in Flat		2 1/2
3 rd Ditto		8 1/2	7 1/2	Wales	4 1/4	Ditto Bilge to Clamp		2 1/2
Top Timbers		8 1/2	6 1/2	Topsides	2 1/2	Hold Beam Clamps		
Deck Beams	N ^o . of 22	8 1/2	8 1/2	Sheer Strakes	3	Deck Beam Ditto		3 1/4
Hold Beams	N ^o . of 2	10	10 1/8	Plank Sheers	2 1/2	Ceiling 'twixt Decks		2
Keel		11	14	Water-Ways	3 1/4	Hold Beam Shelves		
Kelsons		12 1/4	12 1/2	Upper Deck	2 3/4	Deck Beam Ditto		4 1/2

Size of Bolts in Fastenings.				Iron.			
Heel-Knee, and Dead Wood abaft	1	Inches.	Copper.	Hold Beam	3/4	Inches.	7/8
Scarphs of Keel	N ^o . 6	3/4	Bolts thro' the Bilge and Foot Waling	Deck Beam	3/4	Inches.	7/8
Floor Timber Bolts	1		Butt End Bolts				
Kelson ditto	1		Lower Pintle of the Rudder				
Transoms and throats of Hooks	1						
Arms of Hooks	3/4	7/8					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one 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 very free from all defects.

The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3 1/4 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are four feet. The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is good.

The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than Scantling of the entire moulding at that place.

The Frame is generally chocked with jack Butt at each end of the chock. The square heads are flannelled. The Main Kelson is composed of English Oak and the False Kelson of English Oak. The Scarphs of the Kelsons are not less than five feet six 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 English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of English Oak.

The Decks of Am^r Yellow Pine. State of very good. The Shifts of the Planking are not less than five 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 streaks between the Bilge Planks of English Oak. Planking Inside.—The Limber-strakes are composed of English Oak. Between Decks of English Oak. The Ceiling, Lower Hold, of English Oak. Shelf Pieces of English Oak. Clamps of English Oak.

Fastenings.—To Hold Beams four Iron knees to each beam. Deck Beams four Eng Oak knees to each beam. Number of Breasthooks four below & Pointers. Butts End Bolts are of yellow metal in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling yellow metal bolted through and clenched. Remain of English Oak & good. General Quality of Workmanship is very good.

We certify that the preceding is a correct description of the above-named Vessel. John Holman Builder's Name & William Kelly 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 ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	130	Cham <i>Certificate provided 228 ins</i>	1 1/2	6	Bower	510 - 10-2-0
1	Fore Top Sails,	75	Stream Cable	3/4	1	Stream,	4 - - - -
1	Fore Topmast Stay Sails,	75	Hawser	6/4	2	Kedges	2.1-0 - 1.1-10
1	Main Sails,	90	Towlines	4 1/2			
2	Main Top Sails,	100	Warp	3 1/2			
and <i>all necessary lightening</i>			All of <u>good</u> quality.				

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

She has one Long Boat and one Cutter

The present state of the Windlass is patent Capstan Winch is good and Rudder has a round head working into it it is good & well seamed

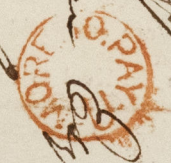
General Remarks—Statement and Date of Repairs.

The within described vessel was up to being planking intended for 12 grade and then reported to me for planking with the ten Scow materials. but prior to any other than English Oak plank being wrought on her she was sold to be finished in all respects as a twelve Scow ship. I respectfully refer to these facts as having stated in the persuasion that they may be considered as claims for one additional year from 10 to 11 years in the First Class. Matthews and this I beg to say without the request or knowledge of either party.



Long's Register Office London

Charles Dickson & Co



If Sheathed, Doubled, Felted, or Coppered Yellow Metal to the When last done 1854-2-

I am of opinion this Vessel should be Classed L. W. Mark 10 or 11 1st A-1.

The Amount of the Fee.....£ 2 : 0 : 0 is received by me. W. H.

Special£ 10 : 7 : 0

Certificate
Committee's Minute 24 Feb 1854

Character assigned A 1 14 years

Defence
Wm. Henry
24/2/54

