

No. 155 Survey held at Dundee Date July 2<sup>d</sup> 1836  
 on the Hoop Jean Master James W. Kense  
 Tonnage 65<sup>25</sup>/<sub>64</sub> Built at Dundee When built Oct-1830  
 By whom built Union Ship Building Co Owners Thomas Brown  
 Port belonging to Dundee Destined Voyage Newcastle  
 If Surveyed Afloat or in Dry Dock Surveyed Afloat

155  
 RA

Length aloft.....52<sup>Feet.</sup>9<sup>Inches.</sup> Extreme Breadth .....17<sup>Feet.</sup>3<sup>1/2</sup><sup>Inches.</sup> Depth of Hold .....9<sup>Feet.</sup>7<sup>Inches.</sup>

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	10		
Floors..... sided	8 1/2	Moulded	9
1 <sup>st</sup> Foothooks.....			
2 <sup>nd</sup> Ditto.....			
3 <sup>rd</sup> Ditto.....			
Top Timbers.....			
Deck Beams.....	7		5
Hold Beams.....			
Keel.....			
Kelsons.....	9 1/2		12

**Thickness of Plank.**

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

**Size of Bolts in Fastenings.**

**Copper.**

**Copper.**

**Iron.**

Inches	Inches	Inches
El-Knee, and Dead Wood abaft.....		
Shs of Keel..... N°.		
Timber Bolts.....		
ditto.....		
Stems and throats of Hooks.....		
of Hooks.....		
	Bolts thro' the Bilge and Foot Waling.....	Hold Beam.....
	Butt End Bolts.....	Deck Beam.....
	Lower Pintle of the Rudder.....	
	} <u>Butt Bolts Iron Butts below the Wales Copper</u> }	

**Planking.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is — Inches. The Space between the Top-timbers is — Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are sound free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of Ditto. The Shifts of the first and second Foothooks are not less than — N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are —. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Apparently fairly squared. The alternate Frames are — bolted together. The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place. The Frame is — chocked with — Butt at each end of the chock. The Main Kelson is composed of Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than — feet — inches. one piece. The Deck and Hold Beams are composed of Continental Oak.

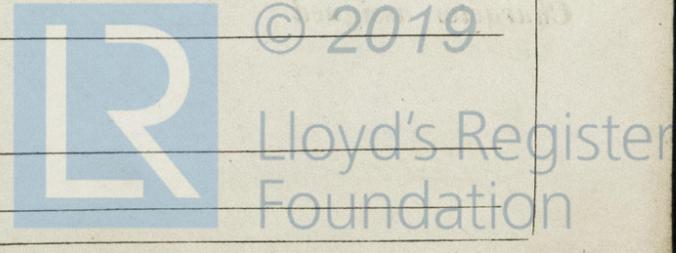
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm from the first Foothook Heads to the Light Water Mark of Ditto from the Light Water Mark to the Wales of Dantrii oak. The Wales and Black-strakes are of Ditto. The Topsides of Ditto. The Sheer-strakes of Ditto. The Gunwales of Ditto Water-ways of Ditto. The Shifts of the Planking are not less than 5 Feet — Inches. 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 Dantrii oak the Stringers of —. The Bilge Planks of — and the remainder of the Ceiling of —.

**Fastenings.**—To Hold Beams Deck Beams Double wood Lodging knees. Number of Breasthooks None Pointers None Crutches None. Butts End Bolts are of Copper in the Bottom, and No Bolt in each Butt End through and clenched. Bilge and Footwaling Not 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 David Lighter



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> .
/	Fore Sails,	125	Chain .....	1 3/16	2
-	Fore Top Sails,	65	Hempen Stream Cable.....	6	1
-	Fore Topmast Stay Sails,	65	Hawser .....	4	1
/	Main Sails,	60	Towlines .....	3	
-	Main Top Sails,	60	Warp .....	2 1/2	
		All of <u>Good</u> quality.			

Her Standing and Running Rigging is All sufficient in size and Good in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is Good Capstan Went and Rudder Well hung

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

A substantial little vessel of good Material and in good repair and well found with good stows her Decks, Hatch coming, Waterways & beam fastenings all tight & good her plank & Finails all in good order and is in a fit condition for the safe conveyance of Dry & Bulkhead cargo

If Sheathed, Doubled, or Felted, Single  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed A1 for Eight Years

The Amount of the Fee.....£ - : 10:6 is received by me, David Lighter

Committee Minute 23 February 1836.

Character assigned A1 for 8 Years - [Signature]

