

No. 155 Survey held at Dundee Date July 2^d 1836
 on the Hoop Jean Master James W. Kense
 Tonnage 65²⁵/₆₄ 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

Length aloft.....52^{Feet.}9^{Inches.} Extreme Breadth17^{Feet.}3^{Inches.} Depth of Hold9^{Feet.}7^{Inches.}

Scantlings of Timber.

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

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.

El-Knee, and Dead Wood abaft.....
 Shs of Keel.....N^o.
 Timber Bolts.....
 ditto.....
 ms and throats of Hooks.....
 of Hooks.....

Copper.

Bolts thro' the Bilge and Foot Waling.....
 Butt End Bolts.....
 Lower Pintle of the Rudder.....

Iron.

Hold Beam.....
 Deck Beam.....

} same in Iron above the Copper }

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.

er Floors and first Foothooks are composed of British Oak Timber.

er other Foothooks and Top Timbers of Ditto

er 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.

he 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

he alternate Frames are — bolted together.

he Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place.

he Frame is — chocked with — Butt at each end of the chock.

he Main Kelson is composed of Oak and the False Kelson of —

he Scarphs of the Kelsons are not less than — feet — inches. one piece

he 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

om the first Foothook Heads to the Light Water Mark of Ditto

om the Light Water Mark to the Wales of Dantri Oak

he 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.

The Planking is wrought between.

Planking Inside.—The Clamps are composed of Dantri 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 ^o .		Fathoms.		Inches.	N ^o .
/	Fore Sails,	125	Chain	13/16	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	
and 3 Bobs / Tysail			All of <u>Good</u> quality.		
Sails nearly all New					

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 stores in (Duke, Hatlet coming, waterways & beam fastening, all tight & good in plank & Furnails 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 Lam 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 - L.R.
M.H.



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