

No. 1843 Survey held at Dundee Date 19th May 1852
 on the Ship Hook & Key Master Wm. Gray
 Tonnage Old 829 Built at Dundee When built May 1852
 By whom built Messrs Stephen Owners James Brothers
 Port belonging to London Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock Specially Surveyed while Building

Length aloft	161 ⁶ / ₁₀	Extreme Breadth	29 ⁷ / ₁₀	Depth of Hold	21 ³ / ₁₀
Scantlings of Timber.			Thickness of Plank.		
Room and Space	15 1/4	Inches Middle	Inches Ends	Outside.	Inside.
Floors	13	Moulded	14 1/2	Keel to Bilge	Limber Strakes
1st Foothooks	13	"	12 1/2	Bilge Planks	Bilge Planks
2nd Ditto	12	"	11 1/2	Bilge to Wales	Ceiling in Flat
3rd Ditto	"	"	"	Wales	Ditto Bilge to Clamp
Top Timbers	11	"	9 1/2	Short Hoods	Hold Beam Clamps
Deck Beams N° 20	4 ft 6 in	"	11 1/2	Topsides	Deck Beam Ditto
Hold Beams N° 27	4 ft 6 in	"	14	Sheer Strakes	Ceiling 'twixt Decks
Keel	14	"	25	Plank Sheers	Hold Beam Shelves
Keelsons	18	"	28	Water-Ways	Deck Beam Ditto
Scarpns of Ditto	7 feet	"	"	Upper Deck	

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Heel-Knee, and Deadwood abaft	Copper 1 3/8	Iron -	Transoms and throats of Hooks	Copper 1 1/4	Iron -	Lower Pintle of the Rudder	Copper 1 1/2	Iron -
Scarpns of Keel N° 10	1 1/2	-	Arms of Hooks	1 1/2	-	Hold Beam	1 1/2	-
Floor Timber Bolts	1 1/4	-	Bolts thro' Bilge & Limber Strakes	1	-	Deck Beam	1 3/16	-
Kelson ditto	1 5/16	-	Butt End Bolts	1	-			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and Teak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 feet 9 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet 9 in. The Frame is all square from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is all square. The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is all chocked with a Butt at each end of the chock. The Main Keelson is Teak and free from all defects. The False Keelson is Teak. The Deck Beams consist of Teak The Hold Beams of Teak The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Teak. From the above named Height to the Light Water Mark Teak. From the Light Water Mark to the Wales Teak. The Wales and Black-strakes are Teak The Topsides Teak. The Sheer-strakes Teak and Plank-sheers Teak The Water-ways Teak. The Decks Yellow Pine State of best quality. The Shifts of the Planking are not less than 5 Feet 0 Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, what part of the Ship. The Planking is wrought three between

Planking Inside.—The Limber-strakes are Teak the Bilge Planks Teak. The Ceiling, Lower Hold, Teak Between Decks Teak. Shelf Pieces Teak Clamps Teak.

Fastenings.—To Hold Beams Keelson bolted to Diagonal Clamp Iron Staple Lodging Pieces and a vertical Hanging Iron Piece to each Beam and Timber part of Iron Rides down to Floor. Deck Beams Keelson bolted to Keelson Iron Staple Lodging Pieces and Iron Staple Straps to each Beam end. Number of Breasthooks Eight Pointers Two Iron Hooks Crutches Two Crutches. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English Oak Stinger Bolt How Made Keelson. General Quality of Workmanship very Superior Keelson of Bottom all above Yellow Metal.

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

Builder's Signature

Surveyor's Signature

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
No.			Fathoms. Inches.		No. Weight.
2	Fore Sails,	Chain	300 1 1/2	Bower	3 25-5
2	Fore Top Sails,	Hempen Stream Cable	80 1 1/4		25-1-25
2	Fore Topmast Stay Sails,	Hawser	90 7	Stream	1 10-10
2	Main Sails,	Towlines	90 6		
2	Main Top Sails,	Warp	90 5 1/2	Kedge	2 3-3
and <u>well found with other Sails</u>		All of <u>best</u> quality.	90 4 1/2		2 2-2

Her Standing and Running Rigging is all sufficient in size and of best quality.

She has One Long Boat and Three other Boats

The present state of the Windlass is well fitted Capstan well fitted Rudder well hung Pumps 2 Metal 2 Kedge & Lead with Patent Purchase

General Remarks—Statement and Date of Repairs.

This is a most superior built, extra-juboned and highly finished vessel. Tall Poop and Top-gallant Forecastle the entire fastenings above the deck of Iron (except Bolts for Rigging) of Yellow Metal of 1 inch diameter, the Poop and Top-gallant Forecastle bound with Iron Plates and Staple Standards, all the rails of the deck of the Upper Deck of mixed Metal Mass Lead; has been built under a Roof and been sixteen months in construction. Mr. Robertson on both the Supplementary Survey expressed the highest satisfaction with the workmanship and materials and considered her in every way entitled to the highest grade of Class

Chains tested with a proof strain of 56 Tons

If Sheathed, Doubled, Felted, or Coppered 2 Metal to 18 feet on poop Deck When last done ---

I am of opinion this Vessel should be Classed 15 A1

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

Special£ 41 : 9 : -

Certificate (if required)£ : 10 : -

Committee's Minute 14 May 1852

Character assigned A 1 m 15 Y



