

Rec. 10/12/58 2500  
1858

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is  $3\frac{1}{2}$  Inches. The Space between the Top-Timbers is  $4\frac{1}{2}$  Inches.

The Floors consist of German & Baltic Oak The First Footbooks of Ger<sup>n</sup> & Balt<sup>n</sup> Oak Timber.

The Second Foothooks of British Oak The Third Foothooks and Top Timbers of Brit<sup>h</sup> Oak

The Shifts of the First and Second Foothooks are not less than 2 1/2 in. 3.6 1/2 to 4.4 N. B. When less than prescribed by the Rule, state how many

The rest of the Shifts of the Frame are

The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is well squared

The alternate Frames are *each* bolted together to the Gunwale. & all built in frame N.B. If not, state how bolted.

The Butts of the Timbers are — close together: their thickness not less than  $\frac{1\frac{1}{2} \text{ in}}{4 \frac{1}{2}}$  of the entire moulding at that place

The Frame is Panel checked with 2" Butt at each end of the cheek. The Main piece of Rodder is Panel <sup>1"</sup> 2"

The Frame is CRS chocked with 14 Butt at each end of the chock. The Main piece of Rudder is 1814 Van

The Main Keelson is solid & free from all defects. The Main piece of Windlass is solid

The Stem, and Stern Post, consist of 1 Turkish Vah The ~~Transoms~~, Aprons, Knight Heads, and

Hawse Timbers of 1 Striped Oak Deadwood, of 1 Str Oak and are — free from all defects.

The Deck and Hold Beams consist of Bast & Greenheart The Breasthooks of Iron & B<sup>o</sup> The Knees of Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is Sound Elm & Fir Oak  
 or to the First Beethack Head }

Greenwood, B. K.

From the above named Height to the Light Water Mark Seeman Van

From the Light Water Mark to the Wales German Oak

The Wales and Black-strakes are Weak Greenheart + Black O The Topsides Weak + Brit Oak

The Sheer-strakes and Plank-sheers      *Teak & Brit<sup>n</sup> Oak*      The Water-ways      { Upper Deck      *Pitch Pine &c.*  
inner Wall?      *Cant. Oak*

Lower Deck

The Decks Yellow Pine State of Texas

The Shifts of the Planking are not less than 3 Feet — Inches. N. B. If less than prescribed by the Rule, state whether genera

or partial, and if partial, in what part of the Ship. The Planking is wrought Three between, and without step-buttling.

**Planking Inside.**—The Limber-strakes and Bilge-strakes are *German Oak*

The Ceiling, Lower Hold, and between Decks German Oak Shelf Pieces and Clamps German Oak

**Fastenings.**—To Hold Beams *Stabl. Load<sup>3</sup> Iron Nails & 7 pair Hans<sup>3</sup> Iron Nails Richers also 7*

Maple Standard Knees

*[Faint handwritten notes at the bottom of the page]*

Deck Beams Staple L<sup>o</sup>d<sup>3</sup> Iron Nails & 18 pair H<sup>o</sup>nz<sup>3</sup> Iron Nails (3p<sup>o</sup> of these in raised 2<sup>o</sup> deck) 7 of 1

[illegible]

Number of Breasthooks 4 Run in under Deck Pointers — Crutches one aft & one for<sup>n</sup> of Deck  
4 aft. (one of Bird's Oak)

Butts End Bolts are of Gal. Met. ~~in the Bottom,~~ and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes *Yel Nut* bolted through and clenched. Treenails of *Iron Bark Gunk* How Made *Engine tw*

~~Thickstuff over Double Floors~~ \_\_\_\_\_ bolted through and clenched. General Quality of Workmanship Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature *Deceased* Surveyor's Signature *Thomas Alexander*





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> .	Weight.
2	Fore Sails,	Chain .....	200	1 <sup>3</sup> / <sub>8</sub>	Bower, .....	3	17.3.0
2	Fore Top Sails,	<del>Iron</del> <sup>Iron</sup> Stream Cable .....	80	7 <sup>7</sup> / <sub>8</sub>			17.2.0
2	Fore Topmast Stay Sails,	Hawser .....	90	8 <sup>3</sup> / <sub>2</sub>	Stream, .....	1	6.0.14
1	Main Sails,	Towlines .....	90	6 <sup>1</sup> / <sub>2</sub>			
2	Main Top Sails,	Warp .....	90	4 <sup>1</sup> / <sub>2</sub>	Kedge, .....	2	2.2.0
and other sails, forming a double built			All of <u>Good</u> quality.				1.2.14

Her Standing and Running Rigging are Hemp & Stays sufficient in size and part Iron in quality.

She has one 22 feet Long Boat and two other Boats

The present state of the Windlass is Good Capstan Good Rudder Good Pumps 2 metal Good  
fitted with purchase 2d. Win

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>14<sup>th</sup> May 1837.</u>
	2nd. When the Beams are put in, &c.	<u>30<sup>th</sup> Dec 1837</u>
	3rd. { When completed, and before the } { plank be painted or payed }	<u>22<sup>nd</sup> Oct. 1838</u>

*A substantial built vessel of good quality materials  
is round sterned formed without transoms stern timbers  
filling in around & abutt against after Cant frame secured  
with Hooks &c*

*Has a raised Quarter deck about 36 ft in length height of  
Main rail overlapping main deck space of one Beam  
Is built of good materials & essentially fastened with  
mixed Metal in all external fastenings to the entire exclusion  
of Iron in accordance with Rules Section 40  
Specially surveyed while building under sanction of  
Order No 40.*

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed 10 A1

The Amount of the Fee.....£ 4 : - : - is received by me,

Special .....£ 16 : 16 : -

Certificate .....£ : : -

Committee's Minute 10<sup>th</sup> Dec 1838

Character assigned A 1 for 10 Years

*Certificate in approval requested & forwarded to  
A. Carnegie  
2 Ingram Court  
London*



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Foundation