

No. 823 Survey held at Hull Date August 25 1839  
 on the Shipwrecked Shrim Master John Graville  
 Tonnage 65 22/24 Built at Hull When built 1829  
 By whom built Robinson Owners J. Costello  
 Port belonging to Hull Destined Voyage Coasters  
 If Surveyed Afloat or in Dry Dock Afloat & on Trays 50/

Length aloft		Extreme Breadth		Depth of Hold	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
54		16	6	7	9

  

Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each	Inches.	Outside.	Inside.	Inches.
Floors	sided	8	Keel to Bilge	Foot Waling	3
1st Foothooks	"	8	Bilge Planks	Bilge Planks	4
2nd Ditto	"	7	Bilge to Wales	Ceiling in Flat	2
3rd Ditto	"	7	Wales	Ditto Bilge to Clamp	2
Top Timbers	"	8 1/2	Topsides	Hold Beam Clamps	7
Deck Beams	N° of	"	Sheer Strakes	Deck Beam Ditto	13
Hold Beams	N° of	"	Plank Sheers	Ceiling 'twixt Decks	-
Keel	"	11	Water-Ways	Hold Beam Shelves	-
Kelsons	"	13	Upper Deck	Deck Beam Ditto	-

  

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 142 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of 8 Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of 8 Oak and are — free from all defects. The Floors and first Foothooks are composed of 8 Oak Timber. The other Foothooks and Top Timbers of 8 Oak. The Shifts of the first and second Foothooks are not less than not less 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 — free from sap, and from thence downwards, the frame is well squared. The alternate Frames are — bolted together. not found N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than all of the entire moulding at that place. wherever. The Frame is — chocked with — Butt at each end of the chock. " The Main Kelson is composed of 8 Oak and the False Kelson of none. The Scarphs of the Kelsons are not less than 7 feet — inches. The Deck and Hold Beams are composed of 8 Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of 8 Oak, ends Oak. From the first Foothook Heads to the Light Water Mark of 8 Oak. From the Light Water Mark to the Wales of 8. The Wales and Black-strakes are of 8 Oak. The Topsides of 8. The Sheer-strakes and Plank-sheers of 8. The Water-ways of new Dutch Elm. The Decks of Ride Pine. State of new, one length. The Shifts of the Planking are not less than 5 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 2 x 8 between —.

**Planking Inside.**—The Limber-strakes are composed of 8 Oak the Bilge Planks of 8 Oak. The Ceiling, Lower Hold, of 8 Oak. Between Decks of 8 Oak. Shelf Pieces of —. Clamps of 8 Oak.

**Fastenings.**—To Hold Beams — Deck Beams double broods lodging knees, 8 Oak blocks/straps between beams, 7" Spout from hanging knees. Number of Breasthooks Three Pointers Three Hooks Crutches none. Butts End Bolts are of Iron in the Bottom, and 4 Bolt in each Butt End through and clenched. Bilge and Footwaling are 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 W. D. Bingham

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> .	
	Fore Sails,	120	Chain .....	7/8	2	Bower,
	Fore Top Sails,		Hempen Stream Cable .....			Stream,
	Fore Topmast Stay Sails,	80	Hawser .....	5 1/2	2	Kedge,
	Main Sails,	80	Towlines .....	4		
	Main Top Sails,	90	Warp .....	2 1/2		
and		90	All of <u>good</u> quality.			

Her Standing and Running Rigging sufficient in size and good, as new in quality.

She has One Long Boat and new

The present state of the Windlass is fitted Capstan 2 and Rudder good

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

*New done - Aug 1887 - new work - 2 1/2 in Red Pine Decks - 3 in Water Ways Dang Fire - 2 1/2 in Dandy Gate lowering boards, also four 4 ft. - new bowings Dandy Gate well secured, main hatch way 21 feet by 8.5 in - English Gate shutters four 4 ft with tails & bulwarks - Windlass & work refitted - 3 1/2 in pump pump length 12 in Oak, 4 1/2 in 8 lengths sailing below 2 in Red Pine between the bulkheads / Timbers sound & good - 7 Pair more knees down & refitted, part refastened aloft as required - all chain work new or refitted, dressed down to light mark & retensioned where wanted, haul to light mark - laid on the ways Bottom & keel in good condition, bulkheads - several useful jobs done - rigging overhauled &c. - new hatches, Tanpaulines &c*

*a few years ago has new floors, flat, Bilge Plank inside - new stern Post &udder, new quarters & hooks aft, being a large average repairs with &c &c.*

*She is in good order & condition all over, & has been a strong well built vessel*

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

I am of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ : 10 : 0 is received by me, Thos. Dugham

Special .....£ : : nil

Committee's Minute 2 Sept 1887

Character assigned A1

HUL392/45