

No. 256 Survey held at Harwich Date March 1844 356  
 in the Barge John Williams Master See London Report No 1011  
 Tonnage 296 Built at Harwich When built 1844  
 By whom built Thames & Co Owners \_\_\_\_\_  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Throughout Building

Length aloft	Feet. 101	Inches	Extreme Breadth	Feet. 24	Inches. 8	Depth of Hold	Feet. 16	Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	Inches. 11 1/2		Inches. Middle 10 1/2	Inches. Ends 9 1/2	Outside.	Inches.	Inside.	Inches.
Floors..... sided	10 1/2	Moulded	10 1/2	9 1/2	Keel to Bilge	3	Foot Waling	3 1/2
1 <sup>st</sup> Foothooks..... "	9	"	8 1/2		Bilge Planks	4	Bilge Planks	3 1/2
2 <sup>nd</sup> Ditto..... "	8	"	7 1/2		Bilge to Wales	3	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto..... "	7	"	6 1/2		Wales	4 1/2	Ditto Bilge to Clamp	"
Top Timbers	7	"	6 1/2		Topsides	2 1/2	Hold Beam Clamps	3 1/2
Deck Beams .... N°. of 1349 2 <sup>nd</sup> Deck	9	"	9		Sheer Strakes	3 1/4	Deck Beam Ditto.....	3
Hold Beams .... N°. of 1045 1 <sup>st</sup> Floor	10 1/2	"	10 1/2		Plank Sheers.....	3	Ceiling 'twixt Decks	2
Keel	11	"	8 1/2		Water-Ways	6	Hold Beam Shelves	4 1/2 X 10
Kelsons	11 1/2	"	14 1/2		Upper Deck	3	Deck Beam Ditto.....	5 X 10
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	1 1/2		Copper.					
Scarphs of Keel..... N°. 8	1 1/2		Bolts thro' the Bilge and Foot Waling	1 1/2		Hold Beam	1 1/2 X 10	
Floor Timber Bolts	1		Butt End Bolts	"		Deck Beam	1 1/2	
Kelson ditto	1 1/4		Lower Pintle of the Rudder	3 1/2				
Transoms and throats of Hooks	1	}	..... same in Iron above the Copper..... }					
Arms of Hooks	7/8							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Do and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of Do Timber.

The other Foothooks and Top Timbers of Do

The Shifts of the first and second Foothooks are not less than 3 ft 9 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is well squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is square & good

The alternate Frames are \_\_\_\_\_ bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1/3 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 English Oak and the False Kelson of Do

The Scarphs of the Kelsons are not less than 6 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Am & Elm

From the first Foothook Heads to the Light Water Mark of Teak-Honduras-Mahogany & English Oak

From the Light Water Mark to the Wales of English Oak & Honduras Mahogany

The Wales and Black-strakes are of Teak & Honduras The Topsides of Do

The Sheer-strakes and Plank-sheers of Teak & English Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of \_\_\_\_\_

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 three between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Teak the Bilge Planks of Oak & Teak

The Ceiling, Lower Hold, of English Oak Between Decks of Do

Shelf Pieces of English Oak & Honduras Clamps of Do

**Fastenings.**—To Hold Beams Iron Staple Lodging Knives in every room

Deck Beams Double Wood L<sup>d</sup> Knives, then Staple Standards & Eleven Iron H<sup>d</sup> on each side

Number of Breasthooks 2 Wood & 2 Iron Pointers \_\_\_\_\_ Crutches 3 Iron

Butts End Bolts are of 1 1/2 in. metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling \_\_\_\_\_ bolted through and clenched.

General Quality of Workmanship is of the very best description

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



Her Masts, Yards, &c. are in \_\_\_\_\_ 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,		Chain .....		Bower,	
Fore Top Sails,		Hempen Stream Cable .....		Stream,	
Fore Topmast Stay Sails,		Hawser .....		Kedge,	
Main Sails,		Towlines .....			
Main Top Sails,		Warp .....			
and		All of _____ quality.			

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

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

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

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

The within described is an excellent built Ship  
The Timbers are of good quality. Square & clear of sap. The  
Planking Outside & Inside is of the best description edges  
square & clear of all defects as is also the Beams-Stringers  
Waterways-Plankbeams-Stranchions and materials throughout

The Hold Beams are secured on a  
Stringer 4 1/2 x 10 and are Stape Lodging knees in every room

The Main Beams are secured by double Wood Lodging  
knees & Stringer 5 x 10 with seven iron Hanging knees on each  
side & three Stape Standard down to Hold Beams. The  
Cabin floor & Poop Deck Beams are secured by double Wood  
Lodging knees. The Stern is framed with long Timbers  
and not in the usual way with Transoms, but the Plank  
is worked through to the height of the Deck which is in my  
opinion much the strongest plan. She is in every respect  
well fastened & finished

If Sheathed, Doubled, Felted, or Coppered Single When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 12A

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, W. Muller

Special .....£ 14 : 14 : 0

Committee's Minute 8th March 1844

Character assigned ~~12A~~

Ent. Lic. 21 March 1844  
Classed 12A

W. Muller  
Surveyor  
Genl. Clerk  
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Foundation