

No. 742 Survey held at Liverpool Date 28 May 1835 742  
on the Burgue Golden Spring Master H. Irving  
Tonnage 315 Built at Synn When built 1831  
By whom built \_\_\_\_\_ Owners Gill & Tennant  
Port belonging to London Destined Voyage Liverpool to Africa  
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft.....100<sup>Feet.</sup>4<sup>Inches.</sup> Extreme Breadth .....26<sup>Feet.</sup>8<sup>Inches.</sup> Depth of Hold .....19<sup>Feet.</sup>5<sup>Inches.</sup>

**Scantlings of Timber.**

	Inches.	Inches.	Inches.
Timber and Space..... each	<u>25</u> <sup>1</sup> / <sub>2</sub>		
Floors..... sided	<u>13</u>	Moulded	<u>15</u>
1 <sup>st</sup> Foothooks.....	"	"	"
2 <sup>nd</sup> Ditto.....	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"
Top Timbers.....	<u>7</u> <sup>1</sup> / <sub>2</sub>	"	<u>5</u> <sup>1</sup> / <sub>2</sub>
Deck Beams.....	<u>9</u>	"	<u>8</u> <sup>1</sup> / <sub>2</sub> <u>7</u> <sup>1</sup> / <sub>4</sub>
Hold Beams.....	<u>11</u> <sup>1</sup> / <sub>4</sub>	"	<u>12</u> <u>10</u>
Keel.....	"	"	"
Kelsons.....	<u>12</u> <sup>1</sup> / <sub>2</sub>	<u>20</u>	

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	<u>4</u>
Bilge Planks.....		Bilge Planks.....	
Bilge to Wales.....		Ceiling in Flat.....	<u>Butt</u> <u>Keel on board</u>
Wales.....	<u>5</u>	Ditto Bilge to Clamp.....	<u>2</u> <sup>1</sup> / <sub>2</sub>
Topsides.....	<u>3</u>	Hold Beam Clamps.....	<u>3</u> <u>4</u>
Sheer Strakes.....	<u>3</u> <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u> <sup>1</sup> / <sub>2</sub>	Ceiling 'twixt Decks.....	<u>3</u>
Water-ways.....	<u>12</u>	Hold Beam Shelf.....	<u>6</u> <u>11</u> <sup>1</sup> / <sub>2</sub>
Upper Deck.....	<u>3</u>	Deck Beam ditto.....	

Butt fine copper nail in good condition

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N <sup>o</sup> .		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....	<u>2</u> <sup>3</sup> / <sub>4</sub>		
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....				same in Iron above the Copper.....	

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

Her Floors and first Foothooks are composed of English Oak appears good Timber.

Her other Foothooks and Top Timbers of \_\_\_\_\_

Her 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.

The 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 all in sight well squared

The alternate Frames are \_\_\_\_\_ bolted together.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ 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 appears good and the False Kelson of \_\_\_\_\_

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

The Deck and Hold Beams are composed of English Oak & good

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of English Oak appears original in good condition

The Topsides of English Oak appears original in good condition

The Sheer-strakes of English Oak appears original in good condition

The Gunwales of English Oak appears Water-ways of Red Pine & good

The Shifts of the Planking are not less than 5 feet with 3 & 2 between N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of English Oak & good the Stringers of English Oak & good

The Bilge Planks of cannot see and the remainder of the Ceiling of English Oak & good

**Fastenings.**—To Hold Beams good single wood bedding & 1 ft. alternately

Deck Beams good single wood bedding & 1 ft. alternately all well fitted & bolted

Number of Breasthooks cannot see Pointers 2 aft Crutches cannot see

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

Bilge and Footwaling cannot see 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 \_\_\_\_\_



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	20	Chain .....	13	3	Bower,
2	Fore Top Sails,	7	Hemp <sup>58</sup> Stream Cable.....	8	1	Stream,
2	Fore Topmast Stay Sails,	8	Hawser .....	6 1/2	1	Kedge,
2	Main Sails,		Towlines .....			All of proper weight.
2	Main Top Sails,	60	Warp .....	4 1/2		
and 4 topgallant sails 2 jibs one of other sails			All of <u>good</u> quality.			

Her Standing and Running Rigging is in good order sufficient in size and in quantity & in quality.

She has cleavel Long Boat and bleacher Polly Mount

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

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

Ship off boottopping keel. Paper under & add new.  
2 new courses of copper repair copper.  
3 short lengths of plank in the sides. timbers quite sound

A strong faithful built Vessel in good condition  
fit to carry dry and general cargoes with perfect safety

If Sheathed, Doubled, or Felted, sheathed with copper on both in London.  
and Date when last done 1834

And we are of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Robert Hamilton

Committee Minute 2 June 1835

Character assigned A1  
MPL LB

