

No. 2244 Survey held at Liverpool Date April 18 38
on the Brig Arab Master H. M. Lucan
Tonnage new 141 Built at Warrmouth When built 1825
By whom built Owners F. Broadfoot
Port belonging to Liverpool Destined Voyage Constantinople
If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.								
Timber and Space	each	24 1/2	Inches Middle	11	Inches Ends	Thickness of Plank.		
Floors	sided	10 1/2	Moulded	11		Outside.		
1st Foothooks	"	8 1/2	"	"	"	Inside.		
2nd Ditto	"	"	"	"	"	Keel to Bilge		Foot Waling 3 1/2
3rd Ditto	"	"	"	"	"	Bilge Planks		Bilge Planks 3 1/4
Top Timbers	"	"	"	"	"	Bilge to Wales	2 1/2	Ceiling in Flat 2
Deck Beams	Number of	7 1/2	"	5	"	Wales	4 1/2	Ditto Bilge to Clamp 2 1/2
Hold Beams	No. Do.	5	"	7 1/2	"	Topsides	2 1/2	Hold Beam Clamps 3
Keel	"	10	"	9	"	Sheer Strakes	3	Deck Beam Ditto 3
Kelsons	"	10 1/2	"	14 1/2	"	Plank Sheers	3	Ceiling 'twixt Decks 2
						Water-ways	4	Hold Beam Shelves
						Upper Deck	8 1/2	Deck Beam ditto

Copper.		Inches	Size of Bolts in Fastenings.		Inches	Iron.		Inches
Heel-Knee, and Dead Wood abaft			Bolts thro' the Bilge and Foot Waling			Hold Beam		
Scarphs of Keel	No.		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 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects. Her Floors and first Foothooks are composed of English & Foreign Oak Timber. Her other Foothooks and Top Timbers of English Oak. 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 well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is the same when seen

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 and the False Kelson of none

The Scarphs of the Kelsons are not less than 5 feet inches.

The Deck and Hold Beams are composed of English Oak

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 English Oak

From the Light Water Mark to the Wales of S. S.

The Wales and Black-strakes are of S. S.

The Topsides of S. S.

The Sheer-strakes of English Oak moderate condition Decks, and state of, Baltic Pine copper nails & light

The Gunwales of English Oak in moderate condition Water-ways of English Oak

The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether

general or partial, and if partial, in what part of the Ship.

The Planking is wrought two between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of none

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Double wood lodging knees

Deck Beams Double wood lodging knees and one iron hanging knee to every beam

Number of Breasthooks 4 Pointers Crutches

Butts End Bolts are of Copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling not 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 ^o .		Fathoms.		Inches.	N ^o .	
1	Fore Sails,	180	Chain	15 1/2	2	Bower,
2	Fore Top Sails,	95	Hempen Stream Cable.....	6	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	4 1/2	1	Kedge,
1	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	95	Warp	3 1/2		
and is well found			All of <u>good</u> quality.			

Her Standing and Running Rigging is Hemp sufficient in size and good in quality.

She has one Long Boat and one other

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

General Remarks—Statement and Date of Repairs.

Damage repaired at Isle of Man in 1834. when she received new Keel several new floor timbers and some new bottom plank

The Copper was stripped from Her bottom in Sept 1837. in graving dock at this Port at which time she was caulked.

Her plank sheers - and sheer stakes are in very moderate condition. The Bevel has been neglected and requires a general overhaul - say. New Sheer Stakes - & Plank sheers. some additional fastenings forward where the ends of the deck are wide

and general retrenailing to enable Her to Clasp E this the Owners propose to do on Her return.

She is in my opinion a safe conveyance for a cargo not liable to sea damage.

Her decks and Stanchions have been caulked at the present time

If Sheathed, Doubled, or Felted, no Leppin
and Date when last done

And I am of opinion this Vessel should be Classed F+1

The Amount of the Fee.....£ - : 10: 6 is received by me, J. Bayley

Committee Minute 1st May 1838

Character assigned F. 1