

No. 3263 Survey held at Liverpool Date 20 Jan 1840
 on the Brig "Governor" Master Adamson
 Tonnage 148 ¹⁵/₁₀₀ Built at Birkenhead (Liverpool) When built Launched Jan 1840
 By whom built Robt Russell Sons Owners Robt Russell Sons & John Archer
 Port belonging to Liverpool Destined Voyage Laguaira & Cape of Good Hope
 If Surveyed Afloat or in Dry Dock whilst building

Length aloft	Feet. 78	Inches. 7	Extreme Breadth	Feet. 20	Inches. 6	Depth of Hold	Feet. 13	Inches. 6
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 22	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	9 1/2 10	Moulded	11	9 1/2	2 1/2	Foot Waling	3
1 st Foothooks	"	8 1/2 7 1/2	"	"	"	4	Bilge Planks	3 1/2
2 nd Ditto	"	8 1/2 7 1/2	"	"	"	2 1/2	Ceiling in Flat	3
3 rd Ditto	"	7 1/2 6 1/2	"	"	"	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	"	"	"	"	2 1/2	Hold Beam Clamps	4 1/2 5 1/2
Deck Beams	N ^o . of 14	" 8	"	8	5	3	Deck Beam Ditto	4
Hold Beams	N ^o . of 8	3 Cabin Decks 7 1/2 8 1/2	"	9 1/2 8 1/2	8 1/2	3 1/2	Ceiling 'twixt Decks	5
Keel	"	10	Below Rabbet	8 1/2	"	double 9 1/2 7 1/2 5	Hold Beam Shelves	2
Kelsons	"	13	"	15	"	3	Deck Beam Ditto	"
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	Inches. 10 1/2	Copper.			Inches.	Iron.		
Scarp of Keel	N ^o . 7	3/4	Bolts thro' the Bilge and Foot Waling			3/4	Hold Beam	7/8
Floor Timber Bolts			Butt End Bolts			5/8 3/4	Deck Beam	3/4
Kelson ditto			Lower Pintle of the Rudder			2 1/2		
Transoms and throats of Hooks	7/8 1							
Arms of Hooks	7/8	same in Iron above the Copper.						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 ¹/₂ 5 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English & African Oak. The Shifts of the first and second Foothooks are not less than 3 ¹/₂ feet N. B. When less than prescribed by the Rule, 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 _____

The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place. The Frame is cross chocked with _____ Butt at each end of the chock. The Main Kelson is composed of Pitch pine and the False Kelson of Lubeck Oak. The Scarphs of the Kelson is not less than 9 feet _____ inches. The Deck and Hold Beams are composed of for main Deck & Hold Beams African Oak others of pitch pine

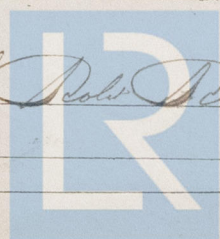
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of Pitch pine. From the Light Water Mark to the Wales of Pitch pine. The Wales and Black-strakes are of African Oak - 2 Strakes - Vertically. The Topsides of Pitch pine. The Sheer-strakes and Plank-sheers of African Oak - Vertically. The Water-ways of Pitch pine (Eng Oak round Bow). The Decks of Yellow pine State of _____. The Shifts of the Planking are not less than 5 Feet 6 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 African Oak the Bilge Planks of Lubeck Oak. The Ceiling, Lower Hold, of Lubeck Oak & pitch pine Between Decks of Pitch pine. Shelf Pieces of all worked as clamps Clamps of African Oak for Main Deck other pitch pine

Fastenings.—To Hold Beams Iron Staple knees. Deck Beams Iron Staple knees. Number of Breasthooks Three Pointers Two down Stern Crutches one. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Footwaling copper bolted through and clenched. General Quality of Workmanship very good

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

Builder's Name Office Copy Sent by Robt Russell Sons
 Surveyor's Name J. Bayley



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	100	Chain	1	2	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable	6	1	Stream,
2	Fore Topmast Stay Sails,		Hawser		1	Kedge,
1	Main Sails,	90	Towlines	5		
1	Main Top Sails,	90	Warp	4		
and			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 Boat

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

General Remarks—Statement and Date of Repairs.

5 Iron Diagonal Staps knees betwixt Decks aside
Hold & twist decks Stantions

Binding Strakes all scapled with 3 feet scapls
& vertically bolted.

This vessel has been surveyed by me whilst building at the period
prescribed by the Rules of the Society - Her Frame is entirely of English
& African Oak - all the planks through which the bindings pass
are hard wood - she is remarkably well fastened & the Workmanship
is good - Her keelson being of pitch pine is the only reason of her
being recommended to the Class 7A in all other respects she is
a 9A vessel.

If Sheathed, Doubled, Felted, or Coppered Sheathed with Fells Metal & Hales When last done Jan 1840

I am of opinion this Vessel should be Classed 7A1

The Amount of the Fee.....£ 2 : 2 : - is received by me,
Special£ : :

Committee's Minute 4th Feb 1840

Character assigned A 1 for 7 years



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Lloyd's Register
Foundation

Long "Governor" No 376