

No. 26 Survey held at Manally Date 14<sup>th</sup> May 1839  
 333 on the Smack Charles Master Henry Mackee  
 Tonnage 38 2444 Built at Manally When built 1825  
 Old " 51 3500  
 By whom built Thomas Swan Owners Neill & Co.  
 Port belonging to Manally Destined Voyage Bristol

If Surveyed Afloat or in Dry Dock on ground  
See Survey on vessel No 2. Dated 10<sup>th</sup> Dec 1839

Length aloft	43 <sup>4</sup> / <sub>10</sub>	Extreme Breadth	14 <sup>7</sup> / <sub>10</sub>	Depth of Hold	9 <sup>1</sup> / <sub>10</sub>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Floors	8	Moulded 8 <sup>1</sup> / <sub>2</sub>		Keel to Bilge 2	Foot Waling 2
1 <sup>st</sup> Foothooks	8	" 7 <sup>1</sup> / <sub>2</sub>		Bilge Planks 5	Bilge Planks 2 <sup>1</sup> / <sub>2</sub>
2 <sup>nd</sup> Ditto	7 <sup>1</sup> / <sub>2</sub>	" 7		Bilge to Wales 2	Ceiling in Flat 2
3 <sup>rd</sup> Ditto	"	"		Wales 3 <sup>1</sup> / <sub>2</sub>	Ditto Bilge to Clamp 2 <sup>1</sup> / <sub>2</sub>
Top Timbers	5 <sup>1</sup> / <sub>2</sub>	" 7		Topsides 2	Hold Beam Clamps
Deck Beams N <sup>o</sup> . of 7	7	" 8		Sheer Strakes 2 <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto 2 <sup>1</sup> / <sub>2</sub>
Hold Beams N <sup>o</sup> . of	"	"		Plank Sheers 2	Ceiling 'twixt Decks
Keel	8 <sup>1</sup> / <sub>2</sub>	" 10 <sup>1</sup> / <sub>2</sub>		Water-Ways 2 <sup>1</sup> / <sub>2</sub>	Hold Beam Shelves
Kelsons	9 <sup>1</sup> / <sub>2</sub>	" 21		Upper Deck 2	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Copper.	Inches.	Hold Beam	Inches.
Scarphs of Keel N <sup>o</sup> . /		Bolts thro' the Bilge and Foot Waling	5/8	Deck Beam	3/4
Floor Timber Bolts	2/8	Butt End Bolts	5/8		
Kelson ditto	2/8	Lower Pintle of the Rudder	1 1/2		
Transoms and throats of Hooks	2/8			} same in Iron above the Copper {	
Arms of Hooks	3/4				

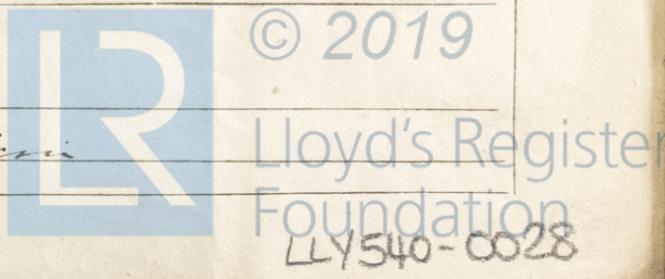
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, are composed of British oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British oak and are good free from all defects. The Floors and first Foothooks are composed of British oak Timber. The other Foothooks and Top Timbers of do do. The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ 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 \_\_\_\_\_ 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 \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock. The Main Kelson is composed of British oak and the False Kelson of do do. The Scarphs of the Kelsons are not less than 6 feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of British oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. From the first Foothook Heads to the Light Water Mark of British oak. From the Light Water Mark to the Wales of do do. The Wales and Black-strakes are of do do. The Topsides of do do. The Sheer-strakes and Plank-sheers of do do. The Water-ways of do do. The Decks of Pine State of good. The Shifts of the Planking are not less than 3 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 \_\_\_\_\_ between \_\_\_\_\_.

**Planking Inside.**—The Limber-strakes are composed of Elm the Bilge Planks of oak. The Ceiling, Lower Hold, of British oak Between Decks of \_\_\_\_\_. Shelf Pieces of British oak Clamps of do do.

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams 3/4 Iron. Number of Breasthooks 3 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ End Bolts are of Iron in the Bottom, and 1 Bolt in each Butt End through and clenched. \_\_\_\_\_ and Footwaling Iron bolted through and clenched. Quality of Workmanship very good.

I certify that the preceding is a correct description of the above-named Vessel.  
 Builder's Name \_\_\_\_\_  
 Surveyor's Name Robert Denton



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> .	
2	Fore Sails,	70	Chain .....	12/16	2	Bower,
	Fore Top Sails,	70	Hempen Stream Cable .....	10/16	1	Stream,
	Fore Topmast Stay Sails,	80	Hawser .....	5	1	Kedge,
2	Main Sails,	80	Towlines .....	6 1/2		
	Main Top Sails,	80	Warp .....	4 1/2		
4	<i>Sets</i>		All of <i>good</i> quality.			
and	<i>1 fore topsail</i>					

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

She has *one* Long Boat and \_\_\_\_\_

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

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

*This Vessel has been recently opened and repaired under my inspection, and in the whole course of my experience I never saw a Vessel open better - her floors - futtocks and timbers are almost entirely free from sap - as far as I could examine, - her decks are new, and every thing that was required, was done to make her a good and sea worthy Vessel, which I consider she is - and fit to stand in a higher class - than, generally speaking Vessels are of her age.*

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

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ " : 10 : 6 is received by me, *Robert Denton*  
 Special .....£ : :

Committee's Minute *31<sup>st</sup> May 18 39*

Character assigned *R. Record Repairs*

*H*



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