

No.          Survey held at London Date June 23<sup>rd</sup> 1835 1529  
 on the Bark Stakesby Master Goble  
 Tonnage 438 Built at Whitby When built 1814  
 By whom built Chapman & Co Owners Chapman & Co  
 Port belonging to London Destined Voyage           
 If Surveyed Afloat or in Dry Dock Dry Dock

(597)

Length aloft.....| Feet. | Inches. | Extreme Breadth.....| Feet. | Inches. | Depth of Hold.....| Feet. | Inches.

**Scantlings of Timber.**

**Thickness of Plank.**

	Inches			Outside.		Inside.	
	Inches	Middle	Ends	Inches	Inches	Inches	Inches
Timber and Space.....	<u>average</u>			Keel to Bilge.....		Foot Waling.....	
Floors.....	<u>14</u>	<u>Moulded</u>	<u>14</u>	Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
1 <sup>st</sup> Foothooks.....	<u>11</u>	"	<u>11</u>	Bilge to Wales.....		Ceiling in Flat.....	<u>3</u>
2 <sup>nd</sup> Ditto.....	"	"	"	Wales.....	<u>5 1/4</u>	Ditto Bilge to Clamp.....	<u>3</u>
3 <sup>rd</sup> Ditto.....	<u>lower Deck</u>	"	<u>9</u>	Topsides.....		Hold Beam Clamps.....	<u>4</u>
Top Timbers.....	<u>8</u>	"	<u>6 1/2</u>	Sheer Strakes.....	<u>3 1/2</u>	Deck Beam Ditto.....	
Deck Beams.....	<u>11</u>	"	<u>10</u>	Plank Sheers.....	<u>3 1/2</u>	Ceiling 'twixt Decks.....	<u>2</u>
Hold Beams.....	<u>14</u>	"	<u>13</u>	Water-ways.....	<u>8</u>	Hold Beam Shelves.....	<u>10</u>
Keel.....	"	"	"	Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>9</u>
Kelsons.....	<u>13</u>	"	<u>13</u>	<u>lower Deck</u>	<u>3</u>		
<u>Riding Deck</u>	<u>13</u>	"	<u>13</u>	<u>to Waterway</u>	<u>5</u>		

**Size of Bolts in Fastenings.**

**Copper.**

**Copper.**

**Iron.**

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 4 1/2 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 Oak (English) Timber.

Her other Foothooks and Top Timbers of the same

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 fairly squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is the same

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 shifted with African and the False Kelson of English Oak

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

The Deck and Hold Beams are composed of Oak (apparently English)

**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 Oak

From the Light Water Mark to the Wales of do

The Wales and Black-strakes are of do

The Topsides of do

The Sheer-strakes of African Oak

The Gunwales of do Water-ways of Fir

The Shifts of the Planking are not less than at 5ft 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 Oak the Stringers of Fir

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

**Fastenings.**—To Hold Beams 2. 8 in wood Lodging knees with an Iron band above or below

Deck Beams 1. 6 in wood Lodging knee and Iron hanging knee

Number of Breasthooks 7. 2 Talkings 2 P-Pointers 2 Crutches 2 Transoms

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

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Very fair

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

Builder's Name           
 Surveyor's Name George Bayley



1529 *Sen*

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

She has SAILS.

CABLES, &c.

ANCHORS.

*Nearly 3 Suits*

N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,	240	Chain .....	3 Bower ✓
Fore Top Sails,	70	<i>80 Steam</i> Hempen Stream Cable.....	1 Stream,
Fore Topmast Stay Sails,	80	Hawser .....	2 Kedges ✓
Main Sails,	80	Towlines .....	All of proper weight.
Main Top Sails,		Warp .....	
		All of <u>good</u> quality.	

and in good condition

*2 Bilge Pumps*

Her Standing and Running Rigging is good sufficient in size and good in quality. *New Fore*

She has One Long Boat and 2 New Quanted Boats

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

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

In 1829 is stated to have had New Decks - Wales. Topsides 3 staves of the upper course and new shelf pieces to both Decks.

At the present time is caulked from keel upwards several pieces put in where necessary - some plank shifted abaft and generally overhauled - Upper Deck Beam caulked -

The ceiling is indifferent about the edges of the planks in the fore and down part of the hold - in other parts is in fair condition - The beams are firm on the clamps with the exception of two - The timbers as seen abaft are in fair condition - The Deck fastenings to both tiers of beams was renewed in 1829 and is in good condition - Decks, Waterways, Topsides and Wales together with the Transoms, Breast Hooks and Plank sheers are also in good condition - The chain keelson is defective in the after hold, it is expected that this will be shifted -

*George Bayley*

If Sheathed, Doubled, or Felted, Woodshathed Felted ~~not capped~~ *W Chapman states she is not capped*  
and Date when last done June 1835 *\* See annexed Survey*

And I am of opinion this Vessel should be Classed A<sub>1</sub> if the keelson be made good *Geo Bayley*

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, *M.D.* *See annexed Survey*

*June 25<sup>th</sup>* On clearing out the defective place in the keelson it is found to have originated from some spl left in the scarp - it is now made good & keelson sound *G.B.*

Committee Minute June 1835

Character assigned A<sub>1</sub>  
*M.D.* *J.C.*

