

No. 2706 Survey held at London Date August 11 1836 2706  
 on the Brig Mides Master \_\_\_\_\_  
 Tonnage 175 Built at Cadiz (Prize) When built supposed to be 18 months old  
 By whom built \_\_\_\_\_ Owners Blyth & Co  
 Port belonging to London Destined Voyage Mauritius  
 If Surveyed Afloat or in Dry Dock Messrs Goussons Slip

Length aloft.....	Feet. Inches.	Extreme Breadth .....	Feet. Inches.	Depth of Hold .....	Feet. Inches.
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each	9	Inches Middle Ends	Outside.	Inches.
Floors.....	sided	5	Moulded 11	Keel to Bilge .....	Foot Waling.....
1 <sup>st</sup> Foothooks.....	"	5	"	Bilge Planks .....	Bilge Planks.....
2 <sup>nd</sup> Ditto.....	5	4 1/2	" 4 1/2	Bilge to Wales .....	Ceiling in Flat .....
3 <sup>rd</sup> Ditto.....	"	"	"	Wales .....	Ditto Bilge to Clamp .....
Top Timbers .....	"	"	"	Topsides .....	Hold Beam Clamps .....
Deck Beams .....	"	10	" 12	Sheer Strakes .....	Deck Beam Ditto.....
Hold Beams .....	"	"	"	Plank Sheers.....	Ceiling 'twixt Decks .....
Keel .....	"	"	"	Water-ways .....	Hold Beam Shelves .....
Kelsons .....	"	10 1/2	" 8	Upper Deck .....	Deck Beam ditto.....
Copper.			Size of Bolts in Fastenings.		
Heel-Knee, and Dead Wood abaft .....	Inches		Copper.	Inches.	Iron.
Scarphs of Keel.....	N°.		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....
Floor Timber Bolts.....			Butt End Bolts .....		Deck Beam .....
Kelson ditto.....			Lower Pintle of the Rudder .....		
Transoms and throats of Hooks .....					same in Iron above the Copper .....
Arms of Hooks .....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0-8 Inches. The Space between the Top-timbers is 0-8 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Oak and are app'd free from all defects.

Her Floors and first Foothooks are composed of      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 well squared from the first Foothook Heads upwards, and      free from sap, and from thence downwards, the frame is the same

The alternate Frames are      bolted together. all frames

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 Oak and the False Kelson of     

The Scarphs of the Kelsons are not less than      feet      inches. bolted through alternate floors

The Deck and Hold Beams are composed of Fir (Spanish Pine)

**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      not being capped on

From the Light Water Mark to the Wales of     

The Wales and Black-strakes are of Fir

The Topsides of     

The Sheer-strakes of Iron

The Gunwales of Fir Water-ways of Fir

The Shifts of the Planking are not less than      Feet      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 irregularly between.

**Planking Inside.**—The Clamps are composed of Fir the Stringers of Fir

The Bilge Planks of Plum and the remainder of the Ceiling of Cedar

**Fastenings.**—To Hold Beams

Deck Beams Shelf & 2 beams in way of each Mast-Knee with wood borgan knee

Number of Breasthooks 3 Pointers 2 Transoms Crutches 1

Butts End Bolts are of      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 Fair

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

Builder's Name \_\_\_\_\_

Surveyor's Name George Bayley



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

2706 Ton.

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .	Fathoms.	Inches.	N <sup>o</sup> .
Fore Sails,	180	Chain .....	2 Bower,
Fore Top Sails,	120	Hempen Stream Cable.....	1 Stream,
Fore Topmast Stay Sails,		Hawser .....	1 Kedge,
Main Sails,		Towlines .....	All of proper weight.
Main Top Sails,		Warp .....	
and		All of _____ quality.	

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

She has One Long Boat and

The present state of the Windlass is Capstan and Rudder good — 2 Rumps 1 Chambered  
Iron Crab fixed on Deck The other not

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

*At the present time Copper has been examined and repaired where necessary*

*She is evidently not more than two years old*

*The Oak Timber used in this vessel is of very good quality being apparently a species of Live Oak — The Plank is of good quality but of coarse grain with numerous knots. Her Decks are in good order*

*She is of a very slight construction and does not in my opinion come within any of the classes described in the Rules — I therefore suggest whether she should not be classed A1 for a short time without assigning any number of years*

If Sheathed, Doubled, or Felted, Coppered  
and Date when last done 1835

And I am of opinion this Vessel should be Classed A1

George Bayley

The Amount of the Fee.....£ 1 : 1 : — is received by me, at office

Committee Minute 19 August 1836

Character assigned A1

Wm. L. L.

Committee Minute  
25 Aug<sup>t</sup> 1836

*To be raised to 1st class  
and insert supposed to be  
built in 1835, 1836*

Wm. L. L.



Lloyd's Register  
Foundation