

No. 1035 Survey held at London Date Oct 10 1846 2840
 on the Barb Asia Master Wilson
 Tonnage 155 Built at Whitby When built 1813
 By whom built Chapman & Co Owners Chapman & Co
 Port belonging to London Destined Voyage Gibraltar
 If Surveyed Afloat or in Dry Dock (During repairs & since afloat)

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

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	13 1/2			Keel to Bilge		Foot Waling.....	
Floors..... 13 sided	14	Moulded	13	Bilge Planks.....		Bilge Planks.....	5
1st Foothooks.....	"	"	"	Bilge to Wales.....		Ceiling in Flat.....	2 1/2
2nd Ditto.....	"	"	"	Wales.....		Ditto Bilge to Clamp.....	3
3rd Ditto.....	12 1/4	"	8 1/4	Topsides.....	3	Hold Beam Clamps.....	4
Top Timbers.....	10 1/2	"	5 1/2	Sheer Strakes.....	4	Deck Beam Ditto.....	3
Deck Beams.....	11 9/16	"	10 9/16	Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Hold Beams.....	12 1/3	"	12	Water-ways.....	9	Hold Beam Shelves.....	
Keel.....	"	"	"	Upper Deck.....	3	Deck Beam ditto.....	
Kelsons.....	12	"	16 1/2	Lower Deck.....	2 1/2		
				Bolts.....	5		

Copper.		Copper.		Iron.	
Inches		Inches		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.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0-2 Inches. The Space between the Top-timbers is 2-4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are appx free from all defects.

Her Floors and first Foothooks are composed of English 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 not 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 Oak and the False Kelson of _____
 The Scarphs of the Kelsons are not less than 5 feet _____ inches.
 The Deck and Hold Beams are composed of English Oak

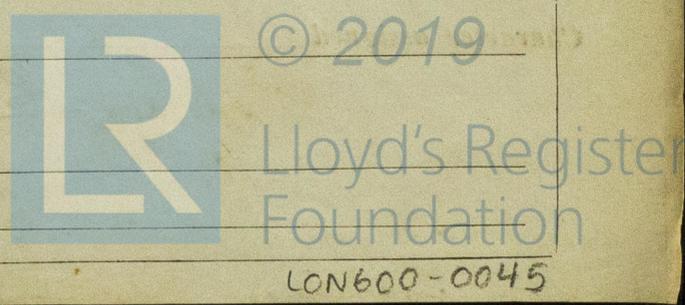
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
 From the first Foothook Heads to the Light Water Mark of _____
 From the Light Water Mark to the Wales of Oak
 The Wales and Black-strakes are of Oak & Afr
 The Topsides of fir
 The Sheer-strakes of African
 The Gunwales of Oak Water-ways of fir
 The Shifts of the Planking are not less than 5 1/2 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 regularly _____ between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of _____
 The Bilge Planks of Oak & Lead and the remainder of the Ceiling of Oak

Fastenings.—To Hold Beams 2 8x12 6 pair of Deck & 6 pair Hanging Standards
 Deck Beams 6 6x10 with an Iron Hanging Standard to about alternate Beams
 Number of Breasthooks 6 2 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 not bolted through and clenched.
 General Quality of Workmanship originally fair

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

Builder's Name _____
 Surveyor's Name George Bayley



2840 Ton

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

New Foremast Mar 1836

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain	1 1/2	3	Bower,
2	Fore Top Sails,	88	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser	5	2	Kedges,
2	Main Sails,	100	Towlines	4		All of proper weight.
2	Main Top Sails,		Warp			
	and <u>well found in other respects</u>		All of <u>good</u> quality.			

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

She has One Long Boat and Two others

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

General Remarks—Statement and Date of Repairs.

In 1827. Is stated to have had new Decks trales and upperworks
In 1830 - trales doubled

In March 1836 had 6 additional Stakes of doubling wrought
the upper course retreecaled through the doubling. Butts all
rebolted - 3 Extra Futtock Rides each side. Floor Rides forward
one half beam & new wood Lodging knees & don't hanging knees
the Deck and Hold beams additionally fastened. nearly all
new Stanchions and thoroughly overhauled aloft.

As in all 6 Pair of Futtock Rides

At the present time has had down Deck laid for troops
She is in very good condition, and does not appear
to have moved upon her fastenings since the
repairs in March

If Sheathed, Doubled, or Felted, W. F. Coppard & Ballantyne
and Date when last done 1833

And Saw of opinion this Vessel should be Classed F. 1 George Douglas

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, at the Office

Committee Minute 11 October 1836

Character assigned F. 1
[Signature]

