

No. 3112 Survey held at London Date Dec 14th 1836 3002
 on the Bk Georgetown Master P. Simpson
 Tonnage 412 Built at Isle of Man When built 1836
 By whom built J. Taggart Owners Anderson & Smith
 Port belonging to Glasgow Destined Voyage Demerara
 If Surveyed Afloat or in Dry Dock Afloat London Dock

Length aloft.....106 Feet. 106 Inches. Extreme Breadth23 Feet. 23 Inches. Depth of Hold19 Feet. 19 Inches.

Scantlings of Timber.

	each	luches	Inches Middle	Inches Ends
Timber and Space.....	each	14		
Floors.....	sided	13	Moulded	14
1 st Foothooks.....	"	12 1/2	"	"
2 nd Ditto.....	"	"	"	"
3 rd Ditto.....	"	9 1/2	"	8
Top Timbers.....	"	9	"	6
Deck Beams.....	Number of <u>Twenty-two</u>	10 1/2	"	10 1/2
Hold Beams.....	Do. Do. <u>Eighteen</u>	12	"	11 1/2
Keel.....	"	15 1/2	"	18
Kelsons.....	"	15	"	9 1/2

Thickness of Plank.

	Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....			Foot Waling.....	4
Bilge Planks.....			Bilge Planks.....	4 1/2
Bilge to Wales.....			Ceiling in Flat.....	3
Wales.....			Ditto Bilge to Clamp.....	3
Topsides.....			Hold Beam Clamps.....	4
Sheer Strakes.....			Deck Beam Ditto.....	3
Plank Sheers.....	4 1/2		Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	5		Hold Beam Shelves.....	6 1/2
Upper Deck.....	3		Deck Beam ditto.....	6

Size of Bolts in Fastenings.

	Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....			Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel.....	N ^o .		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 1 1/4 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 Foreign Oak and are free from all defects. Her Floors and first Foothooks are composed of Stettin Oak Timber. Her other Foothooks and Top Timbers of Ditto. 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 10 free from sap, and from thence downwards, the frame is..... 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 not chocked with..... Butt at each end of the chock. The Main Kelson is composed of Foreign Oak and the False Kelson of Foreign Oak. The Scarphs of the Kelsons are not less than..... feet..... inches. The Deck and Hold Beams are composed of Foreign Oak.

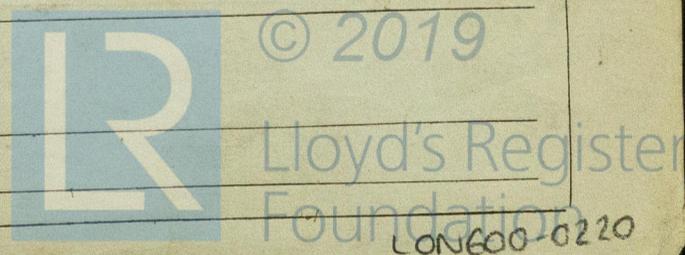
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of stated to be American Elm. From the first Foothook Heads to the Light Water Mark of stated to be Stettin Oak. From the Light Water Mark to the Wales of Ditto. The Wales and Black-strakes are of Foreign White Oak. The Topsides of Pitch Pine. The Sheer-strakes of Foreign Oak. The Gunwales of Ditto. Water-ways of Pitch Pine. The Shifts of the Planking are not less than four 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 Three between the Stringers of Three.

Planking Inside.—The Clamps are composed of Yellow Pine and the remainder of the Ceiling of Fir. The Bilge Planks of Foreign Oak.

Fastenings.—To Hold Beams Staple lodging in knees, shelf & staple standards every alternate beam. Deck Beams Staple lodging in knees shelf & staple standards every alternate beam. Number of Breasthooks Five Pointers..... Crutches..... Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling Copper & bolted through and clenched. General Quality of Workmanship Good.

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

Builder's Name.....
 Surveyor's Name W. Middleton



3002 *Low*

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	220	Chain	1 3/10	2	Bower, <i>Now 3 Bowers</i> <i>See below</i>
2	Fore Top Sails,	90	Hempen Stream Cable.....	7 1/2	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser	5	2	Kedge,
1	Main Sails,		Towlines			All of proper weight.
2	Main Top Sails,	100	Warp	4		
	and <i>well found</i>		All of <u>good</u> quality.			

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

She has One Long Boat and Skiff

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

General Remarks—Statement and Date of Repairs.

Is built of large scantling and the materials appear of good quality is well fastened at the upper & lower deck beams, and the breathers of large dimensions, is deficient in fastenings aft having neither pointers or crutches which the Owners promises to have done on her return from her present voyage

Dec^r 29th 1836 Has the third bower anchor on board
** M.*

If Sheathed, Doubled, or Felted, Coppered over Paper
and Date when last done August 1836

And I am of opinion this Vessel should be Classed 7 A 2

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, at the Office 13 Dec^r.
£ 3 : 3 : 0 " " at the Office 28th Dec^r.
5 5 : 0

Committee Minute 16 Dec^r 1836

Character assigned * A 2 for 7 years
J.B. *S.B.*

