

No. 1046 Survey held at London Date April 11 1888 1046  
 on the Ship William Henry Master \_\_\_\_\_  
 Tonnage 835 Built at Calcutta When built 1820  
 By whom built \_\_\_\_\_ Owners Green & Co  
 Port belonging to \_\_\_\_\_ Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock Blackette Dock during the repair

Length afloat.....		Feet. Inches.		Extreme Breadth.....		Feet. Inches.		Depth of Hold.....		Feet. Inches.	
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Scantlings of Timber.				Thickness of Plank.			
		Feet.	Inches.	Outside.		Inside.	
Timber and Space.....	each	14		Keel to Bilge.....	4	Foot Waling.....	
Floors.....	sided	13		Bilge Planks.....	4	Bilge Planks.....	6
1 <sup>st</sup> Foothooks.....		12		Bilge to Wales.....	4	Ceiling in Flat.....	4
2 <sup>nd</sup> Ditto.....		12		Wales.....	6	Ditto Bilge to Clamp.....	4 1/2
3 <sup>rd</sup> Ditto.....		11		Topsides.....	3	Hold Beam Clamps.....	5
Top Timbers.....				Sheer Strakes.....	4	Deck Beam Ditto.....	4
Deck Beams... Number of... <u>4 of 12 inch</u>		9		Plank Sheers.....	4	Ceiling 'twixt Decks.....	3
Hold Beams... Do... do... <u>12 inch</u>		13		Water-ways.....	4	Hold Beam Shelves.....	5
Keel.....		13		Upper Deck.....	3	Deck Beam ditto.....	4
Kelsons.....		14					
<u>Water keelsons</u>		13					

Copper & Iron		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1-2 Inches. The Space between the Top-timbers is 2-5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Teak & Sawn and are free from all defects.

Her Floors and first Foothooks are composed of Teak & Oak Timber.

Her other Foothooks and Top Timbers of Teak & Oak

Her Shifts of the first and second Foothooks are not less than 6.6 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 6.6 to 7 ft

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 not bolted together.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is not chocked with any Butt at each end of the chock.

The Main Kelson is composed of Teak and the Water Kelson of Teak & Sawn

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

The Deck and Hold Beams are composed of Teak & Sawn

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Sawn & Teak

From the first Foothook Heads to the Light Water Mark of Teak

From the Light Water Mark to the Wales of Teak

The Wales and Black-strakes are of Teak

The Topsides of Teak

The Sheer-strakes of Teak Decks, and stave of Teak

The Gunwales of Teak Water-ways of Teak

The Shifts of the Planking are not less than 6.7 Feet 6 Inches. 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 Teak & Sawn and the remainder of the Ceiling of Teak & Sawn

The Bilge Planks of Teak & Sawn and the Strangers of Teak & Sawn between.

**Fastenings.**—To Hold Beams 2 of 1 1/2 inch & 1 1/4 inch

Deck Beams 1 1/2 inch & 1 1/4 inch

Number of Breasthooks 8 2 Pointers each side 2 Crutches 58

Butts End Bolts are of Iron & 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 good

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name George Bayly

LON 602-4030

4046 Low

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.	inches.	N <sup>o</sup> .		
Fore Sails,		Chain .....		Bower,	
Fore Top Sails,		Hempen Stream Cable.....		Stream,	
Fore Topmast Stay Sails,		Hawser .....		Kedge,	
Main Sails,		Towlines .....		All of proper weight.	
Main Top Sails,		Warp .....			
and		All of _____ quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

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

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

*Deq  
Repairs*

At the present time has been opened under my inspection and all the broken timbers removed & replaced with English & African Oak. Checked at Horn & 1<sup>st</sup> Keel - new brass pin of stem & part keel a number of beams shifted - all the beam fastenings from the stowage chest to the buff of the bow taken out and the ship got to her shape again - The keels refitted & bolted - thoroughly varnished & scabbled. Wood sheathed on deck by yellow metal to the rails -

This ship has had a thorough and efficient repair and is now in my opinion fit for the conveyance of dry & perishable cargoes to & from all parts of the world with safety

If Sheathed, Doubled, or Felted, W. L. Latta Yellow Metal  
 and Date when last done April 1838  
 And I am of opinion this Vessel should be Classed \*A\* George Bayley  
 The Amount of the Fee..... £ 3 : 3 : - is received by me, the

Committee Minute 14 April 1838  
 Character assigned A1 Steam

Special £ 10.00 DLB

