

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 Blackite Dock during the repair

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

Scantlings of Timber.

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Timber and Space..... each	14					
Floors..... sided	13		Moulded	15		
1 st Foothooks.....	12			12		
2 nd Ditto.....	12			10		
3 rd Ditto.....	11			10		
Top Timbers.....				7		
Deck Beams..... Number of.....	9			9		
Hold Beams..... Do.....	13			12		
Keel.....	13			13		
Kelsons.....	14			14		
	13			14		

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper. & Iron

	Feet.	Inches.		Feet.	Inches.
Heel-Knee, and Dead Wood abaft.....			Bolts thro' the Bilge and Foot Waling.....		
Scarphs of Keel..... N°.			Butt End Bolts.....		
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 & Oak 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 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 chocked with one Butt at each end of the chock.

The Main Kelson is composed of Teak and the Star Kelson of Teak & Oak

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

The Deck and Hold Beams are composed of Teak & Oak

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

From the first Foothook Heads to the Light Water Mark of

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of

The Topsides of

The Sheer-strakes of

Decks, and state of.

The Gunwales of

Water-ways of

The Shifts of the Planking are not less than 6.7 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.

Planking Inside.—The Clamps are composed of

The Bilge Planks of

and the remainder of the Ceiling of Teak & Oak

Fastenings.—To Hold Beams 2 planks & 14 fastenings

Deck Beams 12 K & 14 K & 14 fastenings

Number of Breasthooks 8 2 Pointers each 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

4046 *Low*

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Chain	inches.	N ^o .
Fore Sails,			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.

Det
Reps
At the present time has been opened under my inspection and all the broken timbers removed & replaced with English & African Oak. Checked at Horn & 1st Keelson. New brass pin of stem & part keel a number of beams shifted - all the beam fastening from the chaise chert to the buff of the bow taken out and the ship got to her shape again - The knees refitted & bolted - thoroughly varnished & caulked. Wood sheathed on Deck & 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.

and Date when last done *April 1838*

And I am of opinion this Vessel should be Classed

*A

The Amount of the Fee..... £ 3 : 3 : is received by me, *George Bayley*

Committee Minute

Character assigned

14 April 1838
Special £10.10

Lloyd's Register
Foundation