

No. 4157 Survey held at London Date May 3rd 1838
 on the Black Seaead Master Hanniker
 Tonnage 332 Built at Whitehaven When built 1827
 By whom built J. Gordon Owners J. Gordon
 Port belonging to London Destined Voyage Launceston Sydney
 If Surveyed Afloat or in Dry Dock Ships^{rs} Fletcher Dry Dock

Length aloft..... Feet [inches] Extreme Breadth..... Feet [inches] Depth of Hold..... Feet [inches]

Scantlings of Timber.

	each	inches	inches
		Top	Bottom
Timber and Space	13 1/2		
Floors	11	13	14
1 st Foothooks			
2 nd Ditto			
3 rd Ditto			
Top Timbers	7 1/2	5	
Deck Beams	11	11	
Hold Beams	11 1/2	11 1/2	
Keel	15	16 1/2	17 1/2
Kelsons	15	16 1/2	17 1/2

Thickness of Plank.

	Outside	Inside
Keel to Bilge		Foot Waling
Bilge Planks		Bilge Planks
Bilge to Wales		Ceiling in Flat
Wales		Ditto Bilge to Clamp
Topsides		Hold Beam Clamps
Sheer Strakes		Deck Beam Ditto
Plank Sheers		Ceiling 'twixt Decks
Water-ways		Hold Beam Shelves
Upper Deck		Deck Beam ditto

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4.6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African Oak and are free from all defects.

Her Floors and first Foothooks are composed of English & African Oak Timber.
 Her other Foothooks and Top Timbers of Oak (apparently English)

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

The Frame is _____ chooked with _____ Butt at each end of the cheek.
 The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than _____ feet _____ inches.
 The Deck and Hold Beams are composed of African Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Plum
 From the first Foothook Heads to the Light Water Mark of _____ 2nd African Oak

From the Light Water Mark to the Wales of _____ English & African Oak
 The Wales and Black-strakes are of _____ African & English Oak

The Topsides of _____ African Oak
 The Sheer-strakes of _____ African Oak Decks, and state of _____ Plum, good

The Gunwales of _____ Do Water-ways of _____ Black Pine
 The Shifts of the Planking are not less than 3 & 6 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 _____ American Spruce the Stringers of _____ Oak (Red)
 The Bilge Planks of _____ Oak and the remainder of the Ceiling of _____ Oak & African, temporary planking for

Fastenings.—To Hold Beams _____ 2. B.L.K. Oak
 Deck Beams _____ 2.6 B.L.K. 2.5 B.L.
 Number of Breasthooks _____ 5 Pointers _____ none 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 _____ no 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 Bayley



LONG-02-0426

4157

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

She has SAILS. CABLES, &c. ANCHORS.

Two Masts

N ^o .	Fathoms.	CABLES, &c.	fathoms.	N ^o .	ANCHORS.
Fore Sails,	200	Chain	3	3	Bower,
Fore Top Sails,	90	Hempen Stream Cable.....	1	1	Stream,
Fore Topmast Stay Sails,	120	Hawser	2	2	Kedge,
Main Sails,	120	Towlines	5	5	All of proper weight.
Main Top Sails,		Warp			
and		All of <u>good</u> quality.			

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

She has One Long Boat and two others

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

General Remarks—Statement and Date of Repairs.

In 1837 (March) I stated to have had new Decks, Waterways, Planked Sheer & that the Repair amounted to £2000. She has recently undergone repairs of this nature within a recent period.

At the present time stripped - Span of Iron Hanging knees put to Lower Deck Beams, a pair of Long Transoms knees, and Pointers - 2 Iron Sheeks. Caulked keel to hale overlapped upon tell to hale - thoroughly overhauled -

She is in an efficient state of repair at the present time for the safe conveyance of dry perishable cargoes to hove all parts of the world

May 17th 1838 My attention has just been called to a letter from Mr. Bayley dated May 1838 by which it appears the vessel has been recently undergone some repairs in consequence of the dry rot. From the statement reports above it is very probable that subsequent to the repairs reported by Mr. Bayley the objectionable parts were removed, as he does not now give any indications of remaining defects or weakness of Bayley

If Sheathed, Doubled, or Felled, Coppered on both hales and Date when last done May 1838

And Same of opinion this Vessel should be Classed *A. 1 George Bayley

The Amount of the Fee.....£ 2 : 2 : - is received by me, affid.

Committee Antoine 18 May 1838

Character assigned H. 1 1st class

referred to Genl. Committee
Lloyd's Register Foundation

London