

No. 4652 Survey held at London Date May 20<sup>th</sup> 18 36  
on the Brig, Jack Master R. Hall  
Tonnage 252 Built at London When built 1832  
By whom built Shanks Owners Foster & Smith  
Port belonging to London Destined Voyage Africa  
If Surveyed Afloat or in Dry Dock Afloat

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

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	13		
Floors..... sided	9½ Moulded		
1 <sup>st</sup> Foothooks..... "	9½ "		
2 <sup>nd</sup> Ditto..... "	"		
3 <sup>rd</sup> Ditto..... "	"		
Top Timbers..... "	5¼ "	4½	
Deck Beams... Number of <u>Twenty</u> ..... "	7 "	6	
Hold Beams... No. of <u>Twelve</u> ..... "	10 "	8	
Keel..... "	"	"	
Kelsons..... "	9 "	12	

Thickness of Plank.

Outside.	Inches	Inside.	Inches
Keel to Bilge.....		Foot Waling.....	3¼
Bilge Planks.....		Bilge Planks.....	3½
Bilge to Wales.....		Ceiling in Flat.....	2½
Wales.....		Ditto Bilge to Clamp.....	2
Topsides.....		Hold Beam Clamps.....	3
Sheer Strakes.....		Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	5
Upper Deck.....	2½	Deck Beam ditto.....	4

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.....	
Scarp of Keel..... N°.		Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3½ Inches. The Space between the Top-timbers is 7½ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are free from all defects.

Her Floors and first Foothooks are composed of English 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 is 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 well chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of African oak and the False Kelson of none

The Scarps of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English & African oak

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

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of African oak ditto

The Wales and Black-strakes are of African oak

The Topsides of Teak

The Sheer-strakes of African oak

The Gunwales of ditto Water-ways of English oak

The Shifts of the Planking are not less than four Feet six 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.

**g Inside.**—The Clamps are composed of English oak the Stringers of English oak

Bilge Planks of African oak and the remainder of the Ceiling of Teak & twist decks fir

**gs.**—To Hold Beams strapped at each end and under diagonal knees

Beams strapped at each end and under diagonal knees

of Breasthooks four Pointers two in aft Crutches \_\_\_\_\_

d Bolts are of leather in the Bottom, and one Bolt in each Butt End through and clenched.

l Footwaling Copper & bolted through and clenched.

Quality of Workmanship Good

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

Builder's Name \_\_\_\_\_

Surveyor's Name M Middleton



4652. Son

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

SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/8	3	Bower,
2	Fore Top Sails,	120	Hempen Stream Cable.....	7	1	Stream,
2	Fore Topmast Stay Sails,	120	Hawser .....	4 1/2	1	Kedge,
2	Main Sails,		Towlines .....			All of proper weight.
2	Main Top Sails,	100	Warp .....	3 1/2		
and <u>well found</u>			All of <u>good</u> quality.			

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

She has \_\_\_\_\_ Long Boat and Jelly boat

The present state of the Windlass is good Capstan none and Rudder good

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

The above is a very sharp vessel, appears to be built of good materials and well squared, the scantling is of small size and has a large space between the timbers; Caulked at the present time and is in a very good state of repair & efficiency both as regards the hull & stores and very firm at her fastenings —

If Sheathed, Doubled, or Felted, Coppered over paper  
and Date when last done October 1834

And Sam of opinion this Vessel should be Classed \_\_\_\_\_

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

Committee Minute \_\_\_\_\_ 183 \_\_\_\_\_

Character assigned \_\_\_\_\_