

No. _____ Survey held at London Date Mar 18 18 39 5031
on the S^t Victoria Master Jadd
Tonnage 101 ⁰¹⁴⁴/₃₅₄₀ Built at Forney When built 1838 Dec^r 18
By whom built E. Stichols Owners W^m Jadd
Port belonging to Forney Destined Voyage _____
If Surveyed Afloat or in Dry Dock Afloat Bulwer's Hole

Length aloft..... 64 ^{Feet}/_{Inches} Extreme Breadth 20 ^{Feet}/_{Inches} Depth of Hold 11 ^{Feet}/_{Inches}

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>10 1/2</u>		
Floors..... sided	<u>10</u>	<u>12</u>	
1 st Foothooks.....	<u>9</u>	<u>4 1/2</u>	
2 nd Ditto.....	<u>8</u>	<u>6 1/2</u>	
3 rd Ditto.....			
Top Timbers.....	<u>2</u>	<u>5 1/2</u>	
Deck Beams..... Number of <u>13</u>	<u>16 1/2</u>	<u>4 1/2</u>	
Hold Beams..... Do. do.	<u>9 1/2</u>	<u>8</u>	
Keel.....			
Kelsons.....	<u>12</u>	<u>16</u>	

Thickness of Plank.

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

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.....		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 _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.
Her other Foothooks and Top Timbers of English Oak when seen, described to be also
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 _____ in the Lumber
The Frame is fairly squared from the first Foothook Heads upwards, and not quite free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together. Contract requires her to be framed
The Butts of the Timbers are described close together; their thickness not less than _____ of the entire moulding at that place.
The Frame is not chocked with a Butt at each end of the chock. Square Head & Heels
The Main Kelson is composed of English Oak and the False Kelson of _____
The Scarphs of the Kelsons are not less than 8 feet _____ inches. Bolts through & attached to Floor
The Deck and Hold Beams are composed of English Oak some cut & bracing

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of _____
From the first Foothook Heads to the Light Water Mark of _____
From the Light Water Mark to the Wales of English Oak
The Wales and Black-strakes are of _____
The Topsides of _____
The Sheer-strakes of _____ Decks, and state of, Good & R^uine
The Gunwales of _____ Water-ways of English Oak
The Shifts of the Planking are not less than 4 & 5 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 2 & 3 generally 3 between between.

Planking Inside.—The Clamps are composed of _____ the Stringers of English Oak
The Bilge Planks of _____ and the remainder of the Ceiling of _____

Fastenings.—To Hold Beams
Deck Beams 2.5 to 3
Number of Breasthooks 5 Pointers not seen Crutches not seen
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling not 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



5031 *Lon*
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 .
Fore Sails,	<i>180</i>	Chain	<i>2</i>
Fore Top Sails,	<i>90</i>	Hempen Stream Cable.....	<i>1</i>
Fore Topmast Stay Sails,	<i>90</i>	Hawser	<i>3</i>
Main Sails,	<i>90</i>	Towlines	
Main Top Sails,	<i>90</i>	Warp	
and		All of <i>good</i> quality.	

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

She has *one* Long Boat and *Solly Boat*

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

General Remarks—Statement and Date of Repairs.

The materials of this ship are all of good quality, and in my opinion she is well entitled to the class recommended below but not quite eligible to 11A1

If Sheathed, Doubled, or Felted, *single*

and Date when last done

And *I am* of opinion this Vessel should be Classed *10A1*

The Amount of the Fee.....£ *2 : 2 : —* is received by me,

George Bayley

Committee Minute *22 March* 183*9*

Character assigned *A 1 per 10 years*

C. L.

George Bayley

