

No. 223 Survey held at London Date 11 May 18 39
 on the M. G. Maladate Master Shepherd
 Tonnage 343 Built at Brunswick When built 1833 Oct
 By whom built - Owners Shepherd & Co
 Port belonging to London Destined Voyage Coal trade
 If Surveyed Afloat or in Dry Dock Afloat

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

Scantlings of Timber.				Thickness of Plank.			
Timber and Space	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Floors	<u>not seen</u>	Moulded		Keel to Bilge		Foot Waling	
1st Foothooks		"		Bilge Planks		Bilge Planks	<u>Min. 4 1/2</u>
2nd Ditto		"		Bilge to Wales		Ceiling in Flat	<u>3</u>
3rd Ditto		"		Wales		Ditto Bilge to Clamp	<u>3</u>
Top Timbers	<u>9 1/2</u>	"	<u>8</u>	Topsides		Hold Beam Clamps	<u>4</u>
Deck Beams N° of	<u>12</u>	"	<u>12</u>	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto	<u>4</u>
Hold Beams N° of	<u>13</u>	"	<u>12</u>	Plank Sheers	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>3</u>
Keel		"		Water-Ways	<u>6</u>	Hold Beam Shelves	<u>1 1/2</u>
Kelsons	<u>14</u>	"	<u>15 1/2</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	<u>1 1/2</u>

Copper.		Copper.		Iron.	
Inches		Inches		Inches	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarpns of Keel N°		Butt End Bolts	<u>Sufficient</u>	Deck Beam	<u>Sufficient</u>
Floor Timber Bolts	<u>Sufficient</u>	Lower Pintle of the Rudder			
Kelson ditto	<u>Sufficient</u>				
Transoms and throats of Hooks					
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 3 1/2 Inches. The Stem, Stern Post, are composed of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch and are _____ free from all defects. when seen
 The Floors and first Foothooks are composed of Supposed Pine Timber.
 The other Foothooks and Top Timbers of Pine
 The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, 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 alternate Frames are _____ bolted together. N. B. If not, state how bolted.
 The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.
 The Frame is _____ chocked with _____ Butt at each end of the chock.
 The Main Kelson is composed of Birch and the False Kelson of _____
 The Scarpns of the Kelsons are not less than 6 feet _____ inches.
 The Deck and Hold Beams are composed of Pine

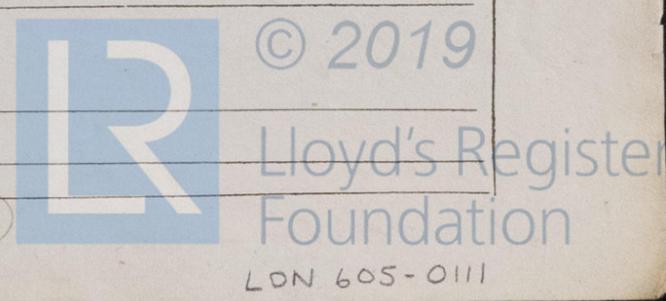
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Supposed Birch
 From the first Foothook Heads to the Light Water Mark of Pine
 From the Light Water Mark to the Wales of Pine
 The Wales and Black-strakes are of Pine & American Elm The Topsides of Pine
 The Sheer-strakes and Plank-sheers of Pine The Water-ways of Pine
 The Decks of Red Pine State of _____
 The Shifts of the Planking are not less than 5 Feet _____ Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Two between

Planking Inside.—The Limber-strakes are composed of Birch the Bilge Planks of Birch & Pine
 The Ceiling, Lower Hold, of Pine Between Decks of Pine
 Shelf Pieces of Pine Clamps of Pine

Fastenings.—To Hold Beams Two wood lagging Wares & 8 1/2
 Deck Beams Two wood lagging & 8 1/2
 Number of Breasthooks Six Pointers 2 Iron Crutches none
 Butts End Bolts are of Copper in the Bottom, and 1 1/2 Bolt in each Butt End through and clenched.
 Bilge and Footwaling 7/8 bolted through and clenched.
 General Quality of Workmanship Good of that build

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

Builder's Name _____
 Surveyor's Name Louman



5232 Jan

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
3	Fore Sails,	200	Chain	1 1/2	3
2	Fore Top Sails,	100	Hempen Stream Cable	2	1
2	Fore Topmast Stay Sails,	100	Hawser	5	1
1	Main Sails,	90	Towlines <u>Coir</u>	6	
2	Main Top Sails,		Warp		
and <u>all good</u>			All of <u>good</u> quality.		

Sufficient

Her Standing and Running Rigging well fitted sufficient in size and good in quality.

She has one Long Boat and one other

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

General Remarks—Statement and Date of Repairs.

The outside plank is scraped from the water edge and appears in good condition Decks waterways &c are in fair condition the internal appearance is favourable and ^{the} is well fastened, has 6 Iron Riders on each side extending from the clamps of the Hold beams down to the floor beams

She is stated to have had very large repairs in consequence of damage recently, particulars not yet obtained It is presumed they were of such an extent as to render opening unnecessary If so she may be classed, see below

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed F.1 Plowtonay

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

Special£ : :

Committee's Minute 24 May 1839

Character assigned F.1

The Committee cannot set upon so incomplete a report -



N & Smith -