

# REPORT of SURVEY for REPAIRS.

No. 1 Survey held at London Date April 26. to May 21 1840  
 on the Brig Adventure Master Cumberland  
 Tonnage 190 Built at apparently at the South East coast of Spain or the Adriatic When built unknown  
 By whom built                      Owners Cumberland  
 Port belonging to London Destined Voyage Lydney & West Town  
 If Surveyed Afloat or in Dry Dock Blacketts dock

Original Survey, No. 5189 Dated                      Classed                     

Port London

At the present time, took out the ceiling from the upper deck clamps to the thick strake below the floor heads (excepting the fore & after hoods) and put in 9<sup>th</sup> Repairs New English Oak timbers from 7 to 12 feet long each, in the openings between every frame, from 3 feet before the fore mast to the aft part of the chain rigging, and bolted them to the original frame timbers with 5/4 short timbers & choaks. Nailed 3 strakes of 3 inch dandy deal on each side, over the heads & heels of the timbers, and bolted them with copper bolts clenched on the inside. Shook in the remainder of the ceiling with 1 1/2" dandy deal. Secured the stem frame with a pair of long iron transom knees, and the bows with an iron breasthook between the upper deck and platform. Fitted 9 new beams (of Red Pine) to the up. deck, secured with an iron diagonal knee at each end; New chain hatchway and chain mast carlins: Built a new raised quarter deck (Kilpin) the beams dovetailed and bolted to a thick shelf piece, and further secured with a pair of iron hanging knees. New Rudder, Tiller, Tunks & Wheel. Bored the pumps and fitted new boxes, hung the before tooth of 2 pieces of false hull rebolted the capstern & caulked them. Repaired the old bottom & wales to the new timbers, & through bolted the Butts, Shitton about 200 feet of Plank in the upper course, & thoroughly caulked the bottom, wales, plank & keel. Decks & Unbolted and Refitted all the chain plates, Fitted with Borradales felt, and doubled from the gunwale with 5 strakes of Spanish Oak, 9 strakes of 1 1/2" dandy deal (the Butts thro' bolted) Sheathed from thence to the keel with Irish deal. Coppered to the wales with Navy copper.

The Surveyor is also required to state the present Condition of the

Decks <u>Good</u>	Transoms <u>In a very fair State</u>	Windlass <u>(none) a double screw hand winch</u>
Upper Deck Beams & Fastenings <u>Good</u>	Timbers of the Frame <u>Eaten by insects along the deck</u>	Capstan <u>                    </u>
Lower Deck Beams & Fastenings <u>                    </u>	Topsides <u>                    </u>	Pumps <u>Good</u>
Spirketting <u>                    </u>	Wales <u>Doubled</u>	Masts, Yards, &c. <u>Good</u>
Plank Shears <u>Good</u>	Counter <u>Good</u>	Sails <u>                    </u>
Waterways <u>"</u>	Plank & Treenails <u>(Outside to the Water's Edge)</u>	Cables <u>                    </u>
Hatchway Comings <u>"</u>	Rudder <u>New</u>	Anchors No. of <u>                    </u>
Breasthooks <u>"</u>	Copper <u>"</u>	Standing & Running Rigging <u>                    </u>

General Observations and Opinion, as required by the Instructions, This vessel is built entirely of Spanish larch, on removing the ceiling, the timbers (which are all frames, close jointed) were found to be much eaten by insects, which probably proceeded from the dirt & filth of the stowage. She is now in a very efficient state, fit for the safe conveyance of dry and perishable goods, to, and from, all parts of the world, and in our opinion should be Classed A with the Asterisk.

The Amount of Fee.....£ 1: 1: is received by me, Arthur Slack  
 Committee's Minute 5th June 1840  
 Character assigned A George Bayley