

No. 6531 Survey held at LONDON Date 4 July 1840  
 on the M. Brazilian Master J. White  
 Tonnage 250 Built at Spain When built 1824  
 By whom built Owners Lutesworth & Co  
 Port belonging to Liverpool Destined Voyage India  
 If Surveyed Afloat or in Dry Dock My Dock

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

Scantlings of Timber.			Thickness of Plank.		
	Inches.		Outside.	Inches.	Inside.
Timber and Space	each 26		Keel to Bilge		Foot Waling
Floors	12.6. sided	14 Moulded	Bilge Planks		Bilge Planks
1 <sup>st</sup> Foothooks	9 1/2	"	Bilge to Wales		Ceiling in Flat
2 <sup>nd</sup> Ditto	9	"	Wales		Ditto Bilge to Clamp
3 <sup>rd</sup> Ditto	18	"	Topsides		Hold Beam Clamps
Top Timbers	6 1/2	" 5.2	Sheer Strakes		Deck Beam Ditto
Deck Beams N <sup>o</sup> . of	9	" 10	Plank Sheers	3	Ceiling 'twixt Decks
Hold Beams N <sup>o</sup> . of	9	" 10	Water-Ways	2 1/2	Hold Beam Shelves
Keel	13	" 13	Upper Deck	3	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft		Heel-Knee		Hold Beam	
Scarphs of Keel N <sup>o</sup> .		Bolts thro' the Bilge and Foot Waling		Deck Beam	
Floor Timber Bolts		Butt End Bolts			
Kelson ditto		Lower Pintle of the Rudder			
Transoms and throats of Hooks					
Arms of Hooks				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 1/2 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African Oak and are free from all defects. When seen

The Floors and first Foothooks are composed of English & African Oak Timber.

The other Foothooks and Top Timbers of English Oak

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 When seen

The Frame is When seen squared from the first Foothook Heads upwards, and 5 free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are all 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 Foreign Oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than 6 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Foreign Oak with some English

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Foreign Oak

From the first Foothook Heads to the Light Water Mark of Foreign Oak Foreign Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of African Oak 8x8 The Topsides of African Oak

The Sheer-strakes and Plank-sheers of African Oak The Water-ways of African Oak

The Decks of Yellow Pine State of Very good

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 2 + 3 between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Same

The Ceiling, Lower Hold, of Foreign Oak Between Decks of Pitch Pine

Shelf Pieces of W African Oak Clamps of Foreign to H.B. & Pitch Pine to D.B.

**Fastenings.**—To Hold Beams Two wood lodging 8 & 1 IHK

Deck Beams Two wood lodging 8 & 1 IHK

Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches Could not see

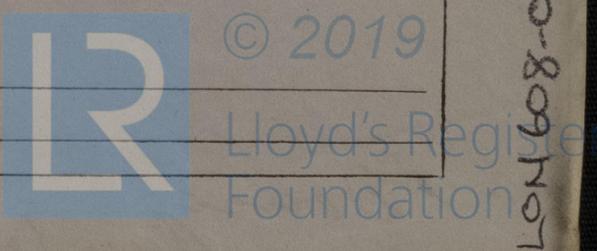
Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper 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 R. M. ...



b710-8097057

6531 Lon

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inchs.	N <sup>o</sup> .
3	Fore Sails,	90	Chain <i>but off</i>	1 5/16	3
2	Fore Top Sails,	120	Hempen Stream Cable	4 1/4	1
2	Fore Topmast Stay Sails,	120	Hawser	4 1/2	1
2	Main Sails,		Towlines		
2	Main Top Sails,		Warp		
and <i>aboard</i>			All of _____ quality.		

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

She has One Long Boat and One other

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good *New 1838*

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

The appears originally to have been a very good built ship and in good sound condition from fastenings firm except three hole beams which are touched an additionally iron knee - waterway lotted in & out at the present time & some caulking to waterways &c when the knees are put in to well in my opinion left for the money one of any & some to be taken to & from all parts of the world and may be cleared as under

The knees are put in  
*J. H.*  
 20th 1840

The Master states it is intended to attend the cables

If Sheathed, Doubled, Felted, or Coppered Coppered & paper When last done 1838

I am of opinion this Vessel should be Classed First Home

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

Committee's Minute \_\_\_\_\_ 18 \_\_\_\_\_

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

*Dowie*  
*Master*

