

London
No. _____ Survey held at *Hastings* Date *Jan^y 7th 1841*
on the *S^r Spray* Master *J^r May*
4 Tonnage *100* Built at *Hastings* When built *1841*
By whom built *Twaites & Winter* Owners *May & Co Jackson & Co*
Port belonging to *Weymouth* Destined Voyage *Mediterranean*
If Surveyed Afloat or in Dry Dock *builting*

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.		
Scantlings of Timber.				Thickness of Plank.						
Timber and Space.....	each	Inches.				Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	11 1/2	Moulded	10		Keel to Bilge	3	Foot Waling	3	
1st Foothooks.....	"	9 1/2	"	9		Bilge Planks	4	Bilge Planks	3	
2nd Ditto.....	"	8 1/2	"	7 1/2		Bilge to Wales	2 1/2	Ceiling in Flat	2	
3rd Ditto.....	"		"			Wales	4 Strakes	Ditto Bilge to Clamp	2	
Top Timbers	"	7	"	5 1/2		Topsides	2 1/2	Hold Beam Clamps	3	
Deck BeamsN°. of 21	"	8	"	10		Sheer Strakes	3	Deck Beam Ditto	3	
Hold BeamsN°. of 4	"	9	"	9		Plank Sheers	3	Ceiling 'twixt Decks	2	
Keel	"	10	"	14		Water-Ways	6 1/2	Hold Beam Shelves	4	
Kelsons	"	11	"	14		Upper Deck	3	Deck Beam Ditto	5 by 11	
Rudder	"	11	"	6						
Size of Bolts in Fastenings.										
Copper.				Iron.						
Heel-Knee, and Dead Wood abaft	Inches.	1 1/6	Copper.			Iron.				
Scarpns of Keel.....N°. 6	13/16		Bolts thro' the Bilge and Foot Waling	Inches.	11/16	Hold Beam	15/16			
Floor Timber Bolts	1		Butt End Bolts	11/16		Deck Beam	13/16			
Kelson ditto, run through each floor	1		Lower Pintle of the Rudder	2 9/16						
Transoms and throats of Hooks	15/16	}					same in Iron above the Copper.....			{ 15/16
Arms of Hooks	13/16									

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is $1\frac{1}{2}$ Inches. The Space between the Top-timbers is $3\frac{3}{4}$ Inches. The Stem, Stern Post, are composed of *English Oak* the Transoms, Aprons, Knight Heads, Hawse Timbers, of *English Oak* and are free from all defects. The Floors and first Foothooks are composed of *ditto* Timber. The other Foothooks and Top Timbers of *ditto*. The Shifts of the first and second Foothooks are not less than $1\frac{1}{6}$ N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are *good*. The Frame is *well* squared from the first Foothook Heads upwards, and *is* free from sap, and from thence downwards, the frame is *well*. The alternate Frames are *all* bolted together. N. B. If not, state how bolted. The Butts of the Timbers are *all* close together; their thickness not less than $1\frac{1}{4}$ of the entire moulding at that place. The Frame is *well* chocked with *English Oak* Butt at each end of the chock. The Main Kelson is composed of *English Oak* and the False Kelson of *English Oak*. The Scarpns of the Kelsons are not less than *six* feet *inches*. The Deck and Hold Beams are composed of *English Oak*.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of *American Elm*. From the first Foothook Heads to the Light Water Mark of *English Oak*. From the Light Water Mark to the Wales of *English Oak*. The Wales and Black-strakes are of *ditto*. The Topsides of *English Oak*. The Sheer-strakes and Plank-sheers of *ditto*. The Water-ways of *ditto*. The Decks of *Baltic Fir*. State of *good*. The Shifts of the Planking are not less than *five* 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 *Three* between

Planking Inside.—The Limber-strakes are composed of *English Oak* the Bilge Planks of *English Oak*. The Ceiling, Lower Hold, of *English Oak* Between Decks of *ditto*. Shelf Pieces of *ditto* Clamps of *ditto*. **Fastenings.**—To Hold Beams *two iron Rods & Shells*. Deck Beams *secured on the Shells of Iron*. Number of Breasthooks *Four* Pointers *Four of Iron* Crutches *one Iron*. Butts End Bolts are of *Copper* in the Bottom, and *one* Bolt in each Butt End through and clenched on *2nd Limber*. Bilge and Footwaling *are both* 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

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

She has SAILS.

N^o.
2 Fore Sails,
1 Fore Top Sails,
2 Fore Topmast Stay Sails,
1 Main Sails,
1 Main Top Sails,

and will stand in small sails

CABLES, &c.

Fathoms. 75 fms chain 7/0
Chain 1 1/2
Hempen Stream Cable 0 1/2
Hawser 0 2 1/2
Towlines 4 1/2
Warp 3 1/2
All of _____ quality.

ANCHORS, and their weights.

N^o.
2 Bower, 9 Pwt each
1 Stream, 4 Pwt
2 Kedge, 1 of 2 Pwt & one 1 Pwt

Her Standing and Running Rigging new sufficient in size and good in quality.

She has One Long Boat and Jolly Boat

The present state of the Windlass is Patent Capstan none and Rudder new
Work one

General Remarks—Statement and Date of Repairs.

The vessel is built of very excellent materials, scantling of large dimensions, well squared & free from sap, secured & fastened throughout in a very substantial manner

Was surveyed by me in three different stages

If Sheathed, Doubled, Felted, or Coppered Yellow Metal When last done June 1841

I am of opinion this Vessel should be Classed Twelve Year A!

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

Special£ : :

Committee's Minute 25th June 1841

Character assigned A 1 pr 12 May 1841



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