

No. Survey held at London Date July 2nd 1841
 on the S^r Don Master G. Panties
 Tonnage 130 Built at Jersey When built 10.36
 By whom built Owners Alexander & Co
 Port belonging to Jersey Destined Voyage Australia
 If Surveyed Afloat or in Dry Dock London Dock

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.								
Timber and Space..... each	9 ¹ / ₂		Moulded	9		Keel to Bilge	Inside.	
Floors..... sided	8	"	Middle	9		Bilge Planks	Foot Waling	2 ¹ / ₂
1 st Foothooks..... "	7	"	Ends	6		Bilge to Wales	Bilge Planks	3
2 nd Ditto..... "	6 ¹ / ₂	"		6		Wales	Ceiling in Flat	2
3 rd Ditto..... "	6	"		4 ¹ / ₂		Topsides	Ditto Bilge to Clamp	2 ¹ / ₂
Top Timbers	6	"		9		Sheer Strakes	Hold Beam Clamps	
Deck Beams N°. of	9	"		9		Plank Sheers	Deck Beam Ditto	3
Hold Beams N°. of	"	"		"		Water-Ways	Ceiling 'twixt Decks	
Keel	"	"		"		Upper Deck	Hold Beam Shelfs	
Kelsons	10 ¹ / ₂	"		13			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	
Scarps of Keel..... N°.		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pinnacle of the Rudder			
Kelson ditto				same in Iron above the Copper	
Transoms and throats of Hooks					
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of Jersey Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Jersey Oak and are free from all defects. The Floors and first Foothooks are composed of Baltic Fir Timber. The other Foothooks and Top Timbers of Baltic Fir. 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 fairly 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 Baltic Oak and the False Kelson of . The Scarps of the Kelsons are not less than feet inches. The Deck and Hold Beams are composed of Jersey Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of 8m From the first Foothook Heads to the Light Water Mark of Baltic Fir From the Light Water Mark to the Wales of ditto The Wales and Black-strakes are of Foreign Oak The Topsides of Baltic Fir The Sheer-strakes and Plank-sheers of ditto The Water-ways of ditto The Decks of Yellow Pine State of good The Shifts of the Planking are not less than 4 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 between

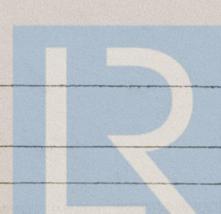
Planking Inside.—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak The Ceiling, Lower Hold, of Baltic Fir Between Decks of . Shelf Pieces of Clamps of Baltic Fir

Fastenings.—To Hold Beams in below the Forecastle & Cabin with Double Dock knees Deck Beams Double Dock knees Number of Breasthooks 2 Three Pointers none Crutches none Butts End Bolts are of Copper in the Bottom, and Bolt in each Butt End through and clenched. Bilge and Footwaling are 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 good condition, and sufficient in size and length.

7673 ton

She has SAILS.

N°. Two sets
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
and

Fathoms.	CABLES, &c.	Inches.	N°.
160	66 fms of Chain hawser	15 1/2	2
90	Chain	6 1/2	1
90	Hempen Stream Cable	5	1
	Hawser		
	Towlines		
90	Warp	3 1/2	
	All of _____ quality.		

ANCHORS, and their weights.

Bower,
Stream,
Kedge,

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

She has One Long Boat and Jelly Boat

The present state of the Windlass is good Capstan none and Rudder good

General Remarks—Statement and Date of Repairs.

At the present time caulked from the Heel to the gunwale
and is altogether in a very efficient state,

Built of good materials, well squared & fairly clear of oak
where seen—

Does not appear to have been seen whilst building

If Sheathed, Doubled, Felted, or Coppered Coppered over paper When last done May 1841

I am of opinion this Vessel should be Classed 6 A 1 W. Middleton

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

Special£ :

Committee's Minute 6th July 1841

Character assigned A 1 for 5 Years

West Indies

8 July 1841

Surveyed while Building
Received 6 July 1841

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Foundation