

No.                      Survey held at London (9100) Date August 4 September 1842  
on the By Brazil Packet Master McMinn  
Tonnage 172 Built at Yarmouth When built 1828  
By whom built                      Owners McMinn  
Port belonging to London Destined Voyage Demerara &c  
If Surveyed Afloat or in Dry Dock Limckin Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
<b>Scantlings of Timber.</b>					
Timber and Space.....	each 13				
Floors.....	sided 11	Moulded 11			
1 <sup>st</sup> Foothooks.....	" 8 1/2	" 8			
2 <sup>nd</sup> Ditto.....	" 7 1/4	"			
3 <sup>rd</sup> Ditto.....	" 7 1/4	"			
Top Timbers.....	" 7 1/4	"			
Deck Beams.....	N <sup>o</sup> . 14	7 1/2	8		
Hold Beams.....	N <sup>o</sup> . 8	10	10		
Keel.....	" 12	" 14			
Kelsons.....	" 12	" 14			
<b>Thickness of Plank.</b>					
<b>Outside.</b>			<b>Inside.</b>		
Keel to Bilge.....			Foot Waling.....		
Bilge Planks.....			Bilge Planks.....	3	
Bilge to Wales.....			Ceiling in Flat.....		
Wales.....			Ditto Bilge to Clamp.....	2	
Topsides.....			Hold Beam Clamps.....	3	
Sheer Strakes.....			Deck Beam Ditto.....	3	
Plank Sheers.....			Ceiling 'twixt Decks.....	2	
Water-Ways.....			Hold Beam Shelves.....		
Upper Deck.....			Deck Beam Ditto.....		

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft.....		<b>Copper.</b>		<b>Iron.</b>	
Scarphs of Keel.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Floor Timber Bolts.....		Butt End Bolts.....		Deck Beam.....	
Kelson ditto.....		Lower Pintle of the Rudder.....		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                      Inches. The Space between the Top-timbers is 3 1/2 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 English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 ft 6 in

The Frame is fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same

The alternate Frames are                      bolted together. 6 top height N. B. If not, state how bolted.

The Butts of the Timbers are                      close together; their thickness not less than 3/4 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 English Oak, and the False Kelson of                     

The Scarphs of the Kelsons are not less than 5 feet                      inches.

The Deck and Hold Beams are composed of English and African

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

From the first Foothook Heads to the Light Water Mark of                     

From the Light Water Mark to the Wales of English & Dutch Oak

The Wales and Black-strakes are of                     

The Topsides of                     

The Sheer-strakes and Plank-sheers of                     

The Water-ways of                     

The Decks of Yellow 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 2 & 3 between

**Planking Inside.**—The Limber-strakes are composed of Dutch Oak the Bilge Planks of English & Dutch Oak

The Ceiling, Lower Hold, of Dutch Oak Between Decks of Dutch Oak

Shelf Pieces of                      Clamps of English & Dutch Oak

**Fastenings.**—To Hold Beams Iron Bolting Nails

Deck Beams Iron Bolting Nails

Number of Breasthooks 4 Pointers to be put in Crutches to be put in

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

Bilge and Foot-casting                      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 George Bayley

9100 *ton*

Her Masts, Yards, &amp;c. are in \_\_\_\_\_ condition, and sufficient in size and length.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
	Fore Sails,		Chain .....		Bower,
	Fore Top Sails,		Hempen Stream Cable .....		Stream,
	Fore Topmast Stay Sails,		Hawser .....		Kedge,
	Main Sails,		Towlines .....		
	Main Top Sails,		Warp .....		
and			All of _____ quality.		

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality.

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The present state of the Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_

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

*This ship has now undergone extensive repairs for restoration under the First Rule*

*Had she been reported in 1834. She would have been recommended for 9<sup>th</sup>*

*She has received repairs at various times that it is now difficult to state with certainty what materials were used in the different parts—particularly the planking of the hold & topsides—which was principally if not entirely of English Oak*

*The owner engages to put the Antech and Painter in as required by the Rule*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed *8 or 9<sup>th</sup>*The Amount of the Fee.....£ : : is received by me, *George Bagley*

Special .....£ : :

Committee's Minute \_\_\_\_\_ 184 \_\_\_\_\_

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

Lloyd's Register  
Foundation