

No.            Survey held at London (9100) Date August 4<sup>th</sup> September 1842  
 on the By Royal Packet Master McMinn  
 Tonnage 172 Built at Yarmouth When built 1828  
 By whom built            Owners McMinn  
 Port belonging to London Destined Voyage Laurerath  
 If Surveyed Afloat or in Dry Dock Limckeh Dock

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
<b>Scantlings of Timber.</b>					
Timber and Space	each	13	Moulded	11	
Floors	sided	11		11	
1 <sup>st</sup> Foothooks		8 1/2		8	
2 <sup>nd</sup> Ditto		7 1/4		7 1/4	
3 <sup>rd</sup> Ditto		7		7	
Top Timbers		7 1/2		7 1/2	
Deck Beams	N <sup>o</sup> . of	14		7 1/2	5
Hold Beams	N <sup>o</sup> . of	8		10	
Keel		12		14	
Kelsons		12		14	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Feet. Inches.	Copper.		Hold Beam	Feet. Inches.
Scarps 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				same in Iron above the Copper	
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 upwards

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 to 8 ft N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/4 of the entire moulding at that place.

The Frame is            choaked with            Butt at each end of the choak.

The Main Kelson is composed of English Oak, and the False Kelson of           

The Scarps 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 Stub 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 knees

Deck Beams W. Bolting knees

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 Post-nailing            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, &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 but 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 Antch and Painters 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 Buckley*

Special .....£ : :

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

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

