

No. _____ Survey held at London Date Jan 14th 1843 9403
 on the Barque "Clara" Master J Crowe
 Tonnage 368 Built at Yarmouth When built 1827
 By whom built _____ Owners Hetcher
 Port belonging to London Destined Voyage Sydney
 Surveyed ~~at~~ in Dry Dock Miss Hetcher

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
	109 -		27 2		20

Scantlings of Timber.			Thickness of Plank.			
	Inches.	Inches. Middle Ends.	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	25		Keel to Bilge		Foot Waling	4
Floors..... sided	12	Moulded 13	Bilge Planks.....	not seen	Bilge Planks.....	4
1 st Foothooks.....	10	"	Bilge to Wales.....		Ceiling in Flat	3
2 nd Ditto.....	"	"	Wales	5	Ditto Bilge to Clamp	3
3 rd Ditto.....	8 1/2	"	Topsides	2 1/2	Hold Beam Clamps	4
Top Timbers	8	"	Sheer Strakes	3 1/2	Deck Beam Ditto.....	3
Deck Beams N ^o . of 22	10	" 8 *"	Plank Sheers.....	4	Ceiling 'twixt Decks	2 1/2
Hold Beams N ^o . of 10	12	" 11	Water-Ways.....	6	Hold Beam Shelves	6
Keel	"	"	Upper Deck	3	Deck Beam Ditto.....	5
Kelsons	14 1/2	" 16				

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	
Scarphs of Keel..... N ^o .		Butt End Bolts	3/4	Deck Beam	4
Floor Timber Bolts		Lower Pintle 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 two Inches. The Space between the Top-timbers is four Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all free from all defects.

The Floors and first Foothooks are composed of oak Timber.

The other Foothooks and Top Timbers of oak

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

The rest of the Shifts of the Frame are not seen

The Frame is not squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is not

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

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

The Frame is not chocked with not Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of not

The Scarphs of the Kelsons are not less than 7 feet not inches.

The Deck and Hold Beams are composed of English & African Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of not seen

From the first Foothook Heads to the Light Water Mark of not

From the Light Water Mark to the Wales of not

The Wales and Black-strakes are of English Oak & Afr The Topsides of English Oak

The Sheer-strakes and Plank-sheers of not The Water-ways of African

The Decks of Santze fir State of good

The Shifts of the Planking are not less than 5 Feet not 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 generally true between

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

The Ceiling, Lower Hold, of English Oak Between Decks of not

Shelf Pieces of African Oak Clamps of not

Fastenings.—To Hold Beams Shelf & Waterway, well bolted, hanging double sixpence to every beam end

Deck Beams not

Number of Breasthooks Six Pointers two Crutches 1 separate

Butts End Bolts are of Copper in the Bottom, and one 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 Walter J Clark



9437 *son*

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .	Fathoms.	Inches.	N ^o .
2 full suits Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and	200	Chain	3
		<i>One stream chain</i> Hempen Stream Cable	1
	120	Hawser	2
	120	Towlines	
	100	Warp	
	All of <u>good</u> quality.		

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

She has one Long Boat and two

The present state of the Windlass is good Capstan good and Rudder good *has main piece*

General Remarks—Statement and Date of Repairs.

At the present time, unbolts the Cabin deck & Quarter deck Beams & Sides, shined the planks outside in wash of the bolts - took up the plank run down new timbers & built a substantial poop. The deck worked up with Santzic fir - The whole of the timbers that were exposed are in a very fresh sound state - The Beams, & fastenings Nelson, Ceiling, Outside planking & present a very good & firm appearance.

If Sheathed, Doubled, Felted, or Coppered Coppered When last done January 1841

I am of opinion this Vessel should be Classed F, 1 with the Asterisk when the stms are made up

The Amount of the Fee.....£ 2 : - : - is received by me, *W. B. Clark*

Committee's Minute 10th February 1843

Character assigned F, 1 Asterisk

