

No. 17 Survey held at London Date March 13<sup>th</sup> 1842 9/4  
on the Bague Active Master August C. Penant  
Tonnage 488 Built at London When built 1838 Per Register 488  
By whom built Messrs. Wigram & Co. Owners J. Wilson & Co.  
Port belonging to London Destined Voyage Mauritius & Cayenne  
Surveyed Aboard on the Dry Dock Messrs. Cusling & Youngs

Length aloft .....	Feet. 110 Inches. 9	Extreme Breadth .....	Feet. 30 Inches. 0	Depth of Hold .....	Feet. 20 Inches. 3	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space .....	each	inches. 16 1/2	<b>Outside.</b>	inches.	<b>Inside.</b>	inches.
Floors .....	sided	11 1/2 Moulded	Keel to Bilge .....	4	Foot Waling .....	4
1 <sup>st</sup> Foothooks .....	"	11 "	Bilge Planks .....	1 1/2	Bilge Planks .....	5
2 <sup>nd</sup> Ditto .....	"	10 "	Bilge to Wales .....	4	Ceiling in Flat .....	2 1/2
3 <sup>rd</sup> Ditto .....	"	9 "	Wales .....	5	Ditto Bilge to Clamp .....	3
Top Timbers .....	"	8 "	Topsides .....	2 1/2	Hold Beam Clamps .....	1 1/2
Deck Beams .... N°. of 25 .....	"	"	Sheer Strakes .....	4	Deck Beam Ditto .....	1 1/2
Hold Beams .... N°. of .....	"	"	Plank Sheers .....	4	Ceiling 'twixt Decks .....	2 1/2
Keel .....	"	"	Water-Ways .....	8	Hold Beam Shelves .....	"
Kelsons .....	"	"	Upper Deck .....	3	Deck Beam Ditto .....	"

<b>Copper.</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	1 1/4	<b>Copper.</b>		Hold Beam	Copper & Yellow Metal
Scarp of Keel	N <sup>o</sup> . 1 1/4	Bolts thro' the Bilge and Foot Waling	3/4	Deck Beam	"
Floor Timber Bolts	1 1/4	Butt End Bolts	3/4	same in Iron above the Copper	
Kelson ditto	1 1/4	Lower Pintle of the Rudder	1 1/2		
Transoms and throats of Hooks	1 1/4				
Arms of Hooks	1				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 5 1/2 Inches. The Stem, Stern Post, are composed of English & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & African 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 OS

The Shifts of the first and second Foothooks are not less than 4 feet 6 inches N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 1/2 to 5 feet

The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared & free from defects

The ~~Keel~~ Frames are all bolted together. 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 chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of African Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than 2 feet — inches.

The Deck and Hold Beams are composed of African Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Rock Elm plank

From the first Foothook Heads to the Light Water Mark of American Oak & Pitch pine

From the Light Water Mark to the Wales of Pitch Pine

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

The Sheer-strakes and Plank-sheers of African & English The Water-ways of African Oak

The Decks of Sanctus State of very good

The Shifts of the Planking are not less than 3 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 3 between between

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

The Ceiling, Lower Hold, of English & African Between Decks of Pitch pine

Shelf Pieces of — Clamps of English Oak

**Fastenings.**—To Hold Beams Wood Lodging & Iron Lug Hanging — to each end of every beam

Deck Beams OS OS 2 to 6 Pair of Standards

Number of Breasthooks Six Pointers two Crutches One

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

Bilge and Footwaling are well bolted through and clenched.

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name

Surveyor's Name



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

97 1/2 Lon

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	
3	Fore Sails,				Bower,
3	Fore Top Sails,				Stream,
2	Fore Topmast Stay Sails,				Kedge,
2	Main Sails,				
3	Main Top Sails,				
and <u>all the above</u>					
					<u>None not complete</u>

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

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

The present state of the Windlass is good Capstan good and Rudder good

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

At the present time Shipper the Chippin. Canthine the  
Main Spongers & decks, built a substantial Poop  
and fore-castle, & sheathed with Yellow Metal.

This Ship was built of the best description of materials  
of their kind, she is in my opinion well deserving the  
best character the rules will admit.

May 23<sup>rd</sup> 1843. I saw this ship during the whole progress of building  
but did not report her at the time because the then  
owner declined having her classed. I perfectly agree  
in the representation & opinion expressed by my  
colleagues as to this ship

seen at the following dates  
Nov-28-1836. cleared 31.1837. L. James - English Oak  
Aug 25-1837. Planked - Bottom Planked Pine  
Sept 9. 1837. Keel in and 4 Decks laid

George Bayley

None will be made complete

If Sheathed, Doubled, Felted, or Coppered Sheathed over felt when launched When last done Yellow Metal 1843

I am of opinion this Vessel should be Classed 9 A 1

The Amount of the Fee.....£ 5 : - is received by me, Wm. J. Clark

Special .....£ : :

Committee's Minute 23<sup>rd</sup> May 1843

Character assigned See Annexed Survey

Defended per report from Mr. Bayley 1843