

No. 1 Survey held at London Date Nov^r 28 1836 March 31 1837 184
on the New Ship Active Master August 25th September 9. 1837
Tonnage 460 Built at Blackwall When built 1837
By whom built Green William Green Owners Rich^d Green
Port belonging to London Destined Voyage South Sea Fishery
If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. Inches. <u>118</u> <u>9</u>	Extreme Breadth	Feet. Inches. <u>20</u> <u>—</u>	Depth of Hold	Feet. Inches. <u>21</u> <u>3</u>
Scantlings of Timber.		Thickness of Plank.			
Timber and Space..... each.	Inches. <u>Moulded</u>	Outside.		Inside.	
Floors..... sided		Keel to Bilge		Foot Waling	
1 st Foothooks	"	Bilge Planks		Bilge Planks	
2 nd Ditto	"	Bilge to Wales		Ceiling in Flat	
3 rd Ditto	"	Wales		Ditto Bilge to Clamp	
Top Timbers	"	Topsides		Hold Beam Clamps	
Deck BeamsN ^o . of	"	Sheer Strakes		Deck Beam Ditto.....	
Hold BeamsN ^o . of	"	Plank Sheers.....		Ceiling 'twixt Decks	
Keel	"	Water-Ways		Hold Beam Shelves	
Kelsons	"	Upper Deck		Deck Beam Ditto.....	
Copper.		Size of Bolts in Fastenings.			
Heel-Knee, and Dead Wood abaft	Inches. <u>—</u>	Copper.		Iron.	
Scarphs of Keel.....N ^o .		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 — Inches. The Stem, Stern Post, are composed of African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English and African Oak and are all 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 — N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are Not measured appeared to be as usual about 5 ft. The Frame is well 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. All frame, 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 a Butt at each end of the chock. The Main Kelson is composed of African Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than — feet — inches. The Deck and Hold Beams are composed of African & English Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of Pitch Pine. From the Light Water Mark to the Wales of —. The Wales and Black-strakes are of African English Oak The Topsides of do do. The Sheer-strakes and Plank-sheers of African & English The Water-ways of African Oak. The Decks of Danish Elm State of good. The Shifts of the Planking are not less than 5 1/2 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 three between —. **Planking Inside.**—The Limber-strakes are composed of African Oak the Bilge Planks of do English. 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 Hanging knots every Beam End. Deck Beams do do including 6 ft Staple 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 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

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

9747 *Lon*

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.	Inches.	N ^o .	
	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.

At the undermentioned date the Ship was in the following state of forwardness—

1836.

November 28—Kil Steer Stem Frame up. Floors cropped and a good part of the Frame cut & repaired

1837

March 31—In Frame—

August 25—Planked outside—

Sept^r 9th—Beams in and deck laid—

Mr Green the Owner having stated to me that it was not his intention to have this Ship Classed in the Register Book—no dimensions or minute particulars were taken at the time—but only such general notes as might be useful afterwards in enabling me to speak of her quality.—

May 25 1843 If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed *GA* *George Bayley*

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

Special£ : :

Committee's Minute *26 May 1843*

Character assigned *Raised to GA*

