

No. 10065 Survey held at London Date 26th & 28th August 1844
 on the Sch^{rs} William & Elizabeth Master James Thompson
 Tonnage 50 34 1/2 Built at Rochester When built 1861
 By whom built Owners W^m King Esq^r
 Port belonging to London Destined Voyage Grenada as a dragger
 If Surveyed Afloat or in Dry Dock in Duke Street Dock

| | | | | | | |
|---|--------------------------|------------------------------------|---|---------------|-------------------------------------|---------|
| Length aloft | Feet. 50 Inches. 2/10 | Extreme Breadth | Feet. 16 Inches. 7/10 | Depth of Hold | Feet. 6 Inches. 9/10 | |
| Scantlings of Timber. | | | | | | |
| Timber and Space..... | each 16 | Inches. Middle 8 Inches. Ends 8 | Thickness of Plank. | | | |
| Floors..... | sided 8 1/2 | Moulded 8 | Outside. | Inches. | Inside. | Inches. |
| 1 st Foothooks..... | " 7 1/2 | " | Keel to Bilge | 2 | Foot Waling | 2 |
| 2 nd Ditto..... | " | " | Bilge Planks | 4 | Bilge Planks | 2 |
| 3 rd Ditto..... | " | " | Bilge to Wales | 2 1/2 | Ceiling in Flat | |
| Top Timbers | " 5 | " 4 | Wales <i>one strake</i> | 5 | Ditto Bilge to Clamp | |
| Deck BeamsN°. of 16 | " 6 | " 4 | Topsides | 2 1/2 | Hold Beam Clamps | 3 |
| Hold BeamsN°. of <i>None</i> | " | " | Sheer Strakes | 2 1/2 | Deck Beam Ditto..... | 3 |
| Keel | " | " | Plank Sheers. } | 2 1/2 | Ceiling 'twixt Decks | 2 |
| Kelsons | " 10 1/2 | " 7 | Water-Ways. } <i>in one</i> | | Hold Beam Shelves <i>None</i> | |
| | | | Upper Deck | 2 1/2 | Deck Beam Ditto..... | 3 1/2 |
| Size of Bolts in Fastenings. | | | | | | |
| Copper. | | | Iron. | | | |
| Heel-Knee, and Dead Wood abaft | 1 1/2 | | Bolts thro' the Bilge and Foot Waling | 3/4 | Hold Beam | 5/8 |
| Scarphs of Keel.....N°. | | | Butt End Bolts | 5/8 | Deck Beam | 5/8 |
| Floor Timber Bolts | | | Lower Pintle of the Rudder | 1 3/4 | | |
| Kelson ditto | 1 1/2 | | | | same in Iron above the Copper..... | |
| Transoms and throats of Hooks | 7/8 | } | | | | |
| Arms of Hooks | 3/4 | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 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 not seen N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not ascertained. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is . The alternate Frames are bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 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 none. The Scarphs of the Kelsons are not less than 5 feet inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Eng^l & Afric^{an} Oak. From the first Foothook Heads to the Light Water Mark of English & African Oak. From the Light Water Mark to the Wales of English Oak for 2 ft & African Oak. The Wales and Black-strakes are of Eng^l & African Oak. The Topsides of Eng^l & African Oak. The Sheer-strakes and Plank-sheers of Eng^l & African Oak. The Water-ways of Plank Sheers. The Decks of Painted for State of good New in 1838. 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 thru & thro between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of English Oak Between Decks of English Oak. Shelf Pieces of Painted Oak Clamps of African & English Oak. **Fastenings.**—To Hold Beams Shelf and four pairs of Iron Knee Biter & 4 pairs of Deck Beams none. Number of Breasthooks two Pointers Square tuck Crutches none. 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 very good.

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

Builder's Name

Surveyor's Name Joseph H. Hitchen

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

10965 Len.

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

| N ^o . | | Fathoms. | Inches. | N ^o . |
|------------------|--------------------------|----------|---------------------------|------------------|
| <u>one New</u> | Fore Sails, | | Chain <u>60 fath 3/4</u> | <u>2</u> |
| <u>but and</u> | Fore Top Sails, | | Hempen Stream Cable | <u>1</u> |
| <u>one but</u> | Fore Topmast Stay Sails, | | Hawser } <u>to be new</u> | |
| <u>some add</u> | Main Sails, | | Towlines } | |
| <u>old Sails</u> | Main Top Sails, | | Warp | |
| and | | | All of quality. | |

Her Standing and Running Rigging all refitted sufficient in size and good in quality.

She has one Long Boat and no other

The present state of the Windlass is good Capstan Good and Rudder New Copper band & Main piece strong

General Remarks—Statement and Date of Repairs.

at present Caulked all up hung in Shores new ^{3/4} fath ^{3/4} fath
fitted new Channel & Chain bolts, Keelson rebolted with ¹¹/₁₆
Copper iron hanging knees rebolted with ³/₄ Copper
new Counter Planks— all new Copperudder bands and
Main piece of Rudder Clamped— new boustport and
gaff furnished— bottom sheathed with Yellow Metal
on felt— This Vessel is stated to have been lengthened
eight feet and almost rebuilt by Mr Snook in
June 1838 at an expense of £1230— She appears
sound and very efficient Condition and in
my opinion fit for the safe conveyance of dry
and perishable Cargoes to & from all parts of
the world and may be classed Deepthong
with the Asterisk

Joseph H. Hatcher

If Sheathed, Doubled, Felted, or Coppered fitted & Yellow Metal When last done Aug 1844

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

The Amount of the Fee.....£ 1 : : is received by me, as per J. H. Hatcher

Special£ : :

Committee's Minute 3rd Sept 1844 R.

Character assigned A 1 Hatcher



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