

No.          Survey held at London Date 27<sup>th</sup> Nov to 2<sup>nd</sup> Dec 1845  
 on the General Belgrano B<sup>t</sup> Master Garrido  
 Tonnage 350 Built at Brieste When built said to have been in 1834, at the Yard of Lagom.  
 By whom built          Owners Santa Maria Lamb & Cambacore  
 Port belonging to Brown & Coys Destined Voyage Cadix  
 If Surveyed Afloat or in Dry Dock St. Katherine's Dock

12100  
 20-10

| Length aloft | Feet. Inches. | Extreme Breadth | Feet. Inches. | Depth of Hold | Feet. Inches. |
|--------------|---------------|-----------------|---------------|---------------|---------------|
| Length aloft |               | Extreme Breadth |               | Depth of Hold |               |

**Scantlings of Timber.**

|                                       | Feet. Inches. | Feet. Inches. | Feet. Inches. |
|---------------------------------------|---------------|---------------|---------------|
| Timber and Space                      | each 14       | Moulded       | 11            |
| Floors                                | sided 7       | "             | 10            |
| 1 <sup>st</sup> Foothooks             | " 7           | "             | 7             |
| 2 <sup>nd</sup> Ditto                 | " 7           | "             | 7             |
| 3 <sup>rd</sup> Ditto                 | " 7           | "             | 7             |
| Top Timbers                           | " 6           | "             | 6 1/2         |
| Deck Beams ... N <sup>o</sup> . of 33 | " 5 1/2       | "             | 7             |
| Hold Beams ... N <sup>o</sup> . of 36 | " 12 1/2      | "             | 7             |
| Keel                                  | " 15          | "             | 14            |
| Kelsons                               | " 15          | "             | 14            |

**Thickness of Plank.**

| Outside.       | Feet. Inches. | Inside.              | Feet. Inches. |
|----------------|---------------|----------------------|---------------|
| Keel to Bilge  |               | Foot Waling          | 3             |
| Bilge Planks   |               | Bilge Planks         | 3             |
| Bilge to Wales |               | Ceiling in Flat      | 2             |
| Wales          |               | Ditto Bilge to Clamp | 2             |
| Topsides       |               | Hold Beam Clamps     | 5 1/2         |
| Sheer Strakes  |               | Deck Beam Ditto      | 3             |
| Plank Sheers   |               | Ceiling 'twixt Decks | 2             |
| Water-Ways     |               | Hold Beam Shelves    | 8 1/2         |
| Upper Deck     |               | Deck Beam Ditto      | 5             |

**Copper or Iron.**

Heel-Knee, and Dead Wood abaft           
 Scarphs of Keel           
 Floor Timber Bolts           
 Kelson ditto           
 Transoms and throats of Hooks           
 Arms of Hooks         

**Copper or Iron.**

Bolts thro' the Bilge and Foot Waling           
 Butt End Bolts           
 Lower Pintle of the Rudder         

**Iron.**

Hold Beam           
 Deck Beam         

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 0 Inches. The Space between the Top-timbers is 0 Inches. The Stem, Stern Post, are composed of          the Transoms, Aprons, Knight Heads, Hawse Timbers, of          and are          free from all defects.

The Floors and first Foothooks are composed of          Timber. The other Foothooks and Top Timbers of         

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         

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

The          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 Main Kelson is composed of          and the False Kelson of         

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

The Decks of          are not          more than          inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Limber-strakes are composed of          the Bilge Planks of         

The Ceiling, Lower Hold, of          Between Decks of         

Shelf Pieces of          Clamps of         

**Fastenings.**—To Hold Beams         

Deck Beams         

Number of Breasthooks          Pointers          Crutches         

General Quality of Workmanship         

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

Builder's Name          Surveyor's Names         

LON 620-0143

Her Masts, Yards, &c. are in good condition, and sufficient in size and length. Mainmast & Topmast crew-

| She has SAILS.       |                          | CABLES, &c. |                           | ANCHORS, and their weights. |                  |
|----------------------|--------------------------|-------------|---------------------------|-----------------------------|------------------|
| N <sup>o</sup> .     |                          | Fathoms.    |                           | Number.                     | N <sup>o</sup> . |
| 2                    | Fore Sails,              | 270         | Chain .....               | 3                           | Bower,           |
| 1                    | Fore Top Sails,          |             | Hempen Stream Cable ..... | 1                           | Stream,          |
| 2                    | Fore Topmast Stay Sails, |             | Hawser .....              | 2                           | Kedge,           |
| 1                    | Main Sails,              | 140         | Towlines .....            | 4                           |                  |
| 2                    | Main Top Sails,          |             | Warp .....                |                             |                  |
| and <u>one spare</u> |                          |             | All of _____ quality.     |                             |                  |

*Sufficient*

Her Standing and Running Rigging well sufficient in size and good in quality.

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

The present state of the Windlass is new Capstan \_\_\_\_\_ and Rudder good

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

This ship, according to a certificate signed by two Captains of English ships has had considerable repairs in Bremen Bayes. The certificate is dated June 30<sup>th</sup> 1845. The year, that the head 5 of the upper bend planks crew - new top side, plank sheers and waterways - three new stanchions on the deck - 8 and 10 on the larboard - and the side of the lower hold and three decks principally crew. These repairs appear to have taken place - others are or are not so covered have been - the Windlass is stated to be new - it was only partially so, but is now being completely shifted - the Armada works are stated to be new, this is not consistent with fact - but they are in good order - And we consider the ship is in safe condition to carry dry and perishable cargoes -

The Master states it to be his intention to supply  
Hawser

Jan<sup>y</sup> 6<sup>th</sup> 1846 she has two new-hawsers and a longboat.

*Respectfully Obedt*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_

When last done dated 1845

*Not given* of opinion this Vessel should be Classed A

The Amount of the Fee.....£ 4 : : : is received by me, #

Special .....£ \_\_\_\_\_

Certificate (if required) .....£ : 10 : - #

Committee's Minute 9<sup>th</sup> Dec<sup>r</sup> 1845

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

*John L. Pelton*



*Respectfully Obedt*  
*For our ten ay*

*To have the Register*  
*of 1845*  
*7 Jan*

Foundation