

No. Survey held at London Date Dec^r 20th 1844
 on the Barque "Willeman" Master M^r Hammack
 Tonnage 402 Old Built at Winnon near Rochester When built 1800
307 New for the Royal Navy
 By whom built Owners P. S. Crichton
 Port belonging to London Destined Voyage Sydney
 If Surveyed Afloat or in Dry Dock In Clyde Dry Dock

160226

Length aloft		Extreme Breadth		Depth of Hold	
feet	inches	feet	inches	feet	inches
103	20	20	20	19	10

Scantlings of Timber.		Thickness of Plank.	
Timber and Space	each	Outside.	Inside.
Floors	10 Moulded	Keel to Bilge	Foot Waling
1 st Foothooks	2 1/2	Bilge Planks	Bilge Planks
2 nd Ditto	2 1/2	Bilge to Wales	Ceiling in Flat
3 rd Ditto	2 1/2	Wales	Ditto Bilge to Clamp
Top Timbers	2 1/2	Topsides	Hold Beam Clamps
Deck Beams	2 1/2	Sheer Strakes	Deck Beam Ditto
Hold Beams	2 1/2	Plank Sheers	Ceiling 'twixt Decks
Keel below Water	2 1/2	Water-Ways	Hold Beam Shelves
Kelsons	2 1/2	Upper Deck	Deck Beam Ditto

Copper.		Iron.	
Heel-Knee, and Dead Wood abaft	feet	Hold Beam	feet
Scarphs of Keel	1 1/2	Deck Beam	1 1/2
Floor Timber Bolts	1 1/2	Lower Pintle of the Rudder	1 1/2
Kelson ditto	1 1/2		
Transoms and throats of Hooks	1 1/2		
Arms of Hooks	1 1/2		

Timbering—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of English Oak and are freed from all defects. Knight Heads, Hawse Timbers, of English Oak and are freed from all defects. The Floors and first Foothooks are composed of English Oak and are freed from all defects. The other Foothooks and Top Timbers of English Oak and are freed from all defects.

The Shifts of the first and second Foothooks are not less than not ascertained 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 well squared where seen and filled in solid from light water mark downwards. The alternate Frames are bolted together. N. B. If not, state how bolted.

The Batts of the Timbers are close together; their thickness not less than of the entire moulding at that place. The Frame is choked with Butt at each end of the chock. The Main Kelson is composed of English 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 English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Oak said to be . From the first Foothook Heads to the Light Water Mark of . From the Light Water Mark to the Wales of . The Wales and Black-strakes are of English Oak & Polish Pine. The Topsides of Polish Pine. The Sheer-strakes and Bank-sheers of English Oak. The Water-ways of English Oak. The Decks of Red Pine. State of . The Shifts of the Planking are not less than 2 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 3 Strakes between .

Planking Inside.—The Limber-strakes are composed of English Oak. Between Decks of Red Pine. The Ceiling, Lower Hold, of English Oak. Shelf Pieces of Sound Dutch Oak. Clamps of Sound Dutch Oak. Fastenings.—To Hold Beams 1 1/2 inch under Shelf Piece of Sound Dutch Oak. Deck Beams 1 1/2 inch under Shelf Piece of Sound Dutch Oak. Number of Breasthooks seven of English Oak. Pointers . Crutches one of English Oak. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling all of it 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 J. S. Martin
 Surveyor's Name J. S. Martin

None to each Man of War for store, also a Chest Waterway well Boiled

LON 620-0179

Her Masts, Yards, &c. are in 1214 1/2 ton condition, and sufficient in size and length.

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.

This Barque was built for a Man of War Brig, and was heightened upon her original Form by the Messrs Wigram & Green in 1839 they being the owners, The Walls were then also Doubled with African Oak, 2" thick.

The Bottom has now been stripped, Caulked throughout and the Bottom re-sheathed with Fir upon Fell and Yellow Metal overall, the outside Plank of Sheer Stakes and Topsides scraped bright, Bolts and Screws driven out of various parts for examination which appeared in good condition.

She appears in good condition fit for the safe conveyance of dry and perishable Cargoes to and from all parts of the world

If Sheathed, Doubled, Felted, or Coppered _____

Walls Doubled 1839
Bottom now made Sheer Stakes
upon Fell and
Yellow Metal upon it

When last done _____

It is the opinion of this Vessel should be Classed _____

MA

The Amount of the Fee.....£ 4 : - : - is received by me, *JA Martin*

Special£ : : :

Committee's Minute *23rd Dec* 1845

Character assigned _____

