

No. 1399 Survey held at London Date Jan 7 1842 1842 624  
on the Ship Sally Mac Donald Master B Elder  
Tonnage 670 Built at Moulmain When built 1847  
By whom built B Elder Owners B Elder  
Port belonging to London Destined Voyage India  
If Surveyed Afloat or in Dry Dock Dry Dock & Afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.	
	<u>131 6</u>		<u>31 6</u>		<u>21 3</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Room and Space	Inches.	Inches. Middle Ends	Outside.	Inches.	Inside.	
Floors	<u>12 1/2</u>	<u>13</u>	Keel to Bilge	<u>4</u>	Limber Strakes	<u>4</u>
1 <sup>st</sup> Foothooks	<u>11 1/2</u>	<u>11 1/2</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>5</u>
2 <sup>nd</sup> Ditto	<u>10</u>	<u>9 1/2</u>	Bilge to Wales	<u>4</u>	Ceiling in Flat	<u>4</u>
3 <sup>rd</sup> Ditto	<u>9</u>	<u>8 1/2</u>	Wales	<u>5 1/2</u>	Ditto Bilge to Clamp	<u>4</u>
Top Timbers	<u>8</u>	<u>6 1/2</u>	Topsides	<u>3</u>	Hold Beam Clamps	<u>5</u>
Deck Beams N <sup>o</sup> <u>30</u> Average Space }	<u>11</u>	<u>9</u>	Sheer Strakes	<u>4</u>	Deck Beam Ditto	<u>5</u>
Hold Beams N <sup>o</sup> <u>20</u> Average Space }	<u>12</u>	<u>10</u>	Plank Sheers	<u>4 1/2</u>	Ceiling 'twixt Decks	<u>3</u>
Keel	<u>15</u>	<u>15</u>	Water-Ways	<u>10 1/2</u>	Hold Beam Shelves	<u>9 1/2</u> <u>14</u>
Kelsons	<u>15</u>	<u>15</u>	Upper Deck	<u>3 1/2</u>	Deck Beam Ditto	<u>9 1/2</u> <u>14</u>
Sister Kelson <u>13 by 13</u>						
<b>Copper or Iron.</b>			<b>Size of Bolts in Fastenings, distinguishing whether</b>			
Heel-Knee, and Dead Wood abaft	Inches.	Copper or Iron.	Inches.	Iron.	Inches.	
Scarphs of Keel	N <sup>o</sup> .	Bolts thro' the Bilge and Limber Strakes		Hold Beam		
Floor Timber Bolts		Butt End Bolts		Deck Beam		
Kelson ditto		Lower Pintle of the Rudder				
Transoms and throats of Hooks						
Arms of Hooks						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of Teak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Teak and are free from all defects.

The Floors and first Foothooks are composed of Teak Timber.

The other Foothooks and Top Timbers of Teak

The Shifts of the first and second Foothooks are not less than 5 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5

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

The alternate Frames are well bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are well close together; their thickness not less than 5 of the entire moulding at that place.

The Frame is dowel checked with Butts at each end of the blocks with square heads & heels

The Main Kelson is composed of Teak and the Sister Kelson of Teak

The Scarphs of the Kelsons are not less than 10 feet inches.

The Deck and Hold Beams are composed of Teak

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

From the first Foothook Heads to the Light Water Mark of Teak

From the Light Water Mark to the Wales of Teak

The Wales and Black-strakes are of Teak The Topsides of Teak

The Sheer-strakes and Plank-sheers of Teak The Water-ways of Teak

The Decks of Teak State of Teak

The Shifts of the Planking are not less than five Feet 0 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 Teak the Bilge Planks of Teak

The Ceiling, Lower Hold, of Teak Between Decks of Teak

Shelf Pieces of Teak Clamps of Teak

**Fastenings.**—To Hold Beams Shelf & Waterway and hanging every beam

Deck Beams Shelf, Waterway & Iron hanging knee every beam

Number of Breasthooks Seven Pointers Two Crutches Two

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

Bilge and Limber Strakes Iron and bolted through and clenched. Transoms of Iron bolted through & clenched

General Quality of Workmanship good

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

Owner's Signature

Surveyor's Signature



Her Masts, Yards, &c. are of Teak condition, and sufficient in size and length. 13999 Lon

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
3	Fore Sails,	270	Chain .....	1 1/2	3	Bower, 20 cwt each
2	Fore Top Sails,	100	Hempen Stream Cable .....	1	1	Stream, 9 cwt
2	Fore Topmast Stay Sails,	100	Hawser <i>Albion</i> .....	1 1/2	2	Kedge,
2	Main Sails,	100	Towlines .....	5		
3	Main Top Sails,		Warp .....			
and <i>well found in small sails</i>			All of <i>good</i> quality.			

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

She has 1 Long Boat and two quarter boats

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

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

*This vessel is built of good materials well squared & free from sap, well fastened and in all respects in a very efficient state*

*Openings are left in accordance with the rule Section 51*

*Chains & hawsers will be complete & full with*

*March 1<sup>st</sup> Is now well found with Anchors & Chains*

If Sheathed, ~~Balsa~~, Felted, or Coppered Sheathed with *14* Iron or *12* Copper When last done 1847 & 1848

I am of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 5 : - : - is received by me, *W. Middleton*

Special .....£ 2 : 2 : 0

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

Committee's Minute 1<sup>st</sup> Feb 1848

Character assigned A 1 *per 12 Mar*

