

# ANNUAL SURVEYS.

14353  
Recd 19 June

No. 485 on the S Ellenborough Survey held at London Date May 29 & June 13 1842  
 Tonnage 253 Built at Newcastle Master Lambert  
 By whom built J & W Smith Owners J & W Smith  
 Port belonging to London Destined Voyage Calcutta  
 If Surveyed Afloat or in Dry Dock In Green's Lower Dry Dock, and lately, afloat in the East India Dock

Last Survey, No. 13230 Port of London Classed 12 A 2  
 5 mo 47

The present Condition of the  
 Decks } upper Deck now caulked and repaired with Marine Glue except the Spirketting Seam and the two seams of Deck next the Waterway which have been repayed with Common Pitch  
 Waterways } good  
 Comings }  
 Upper Deck Beams & Fastenings }  
 Lower Deck Beams & Fastenings } d<sup>o</sup> where seen  
 Planksheers }  
 Sheerstrakes } d<sup>o</sup>  
 Topsides } d<sup>o</sup>  
 Wales } d<sup>o</sup>  
 Plank (Bottom) and Counter } d<sup>o</sup>  
 Treenails }  
 Breasthooks and Stemson } good where seen  
 Transoms, Pointers, and Crutches }  
 Timbers of the Frame }  
 Keelsons } d<sup>o</sup>  
 Clamps and Shelves } d<sup>o</sup>  
 Ceiling } d<sup>o</sup>  
 Rudder } d<sup>o</sup>  
 Copper } upon Paper When put on now  
 Windlass and Capstan }  
 Pumps }  
 Boats } In good order & sufficient  
 Masts, Yards, &c. }  
 Sails }  
 Anchors No. of } Wants a Stream Anchor  
 Cables } In good order & sufficient  
 Hawser and Warps }  
 Standing & Running Rigging } main & fore lower rigging new

General Observations and Opinion, Now done. The yellow metal sheathing stripped off and renewed upon Dry Paper, Caulked from upper edge of Wales to keel. The two Strakes, of Bottom Planking next the keel dubbed over being worn previous to the last Coppering, the following have been repaired or replaced. Fore Head of Garboard Strake on each side, Fore Head of Strake next the Garboard on the Starboard side caulked 1 1/2 inch thick, 10 Feet in length, 29 Feet of Picing in After Head of 1 1/2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100 feet of Strake next the keel on the Port side and 20 feet of 8" on the Starboard side all repaired to be 1 1/2 inch thick, and the ship hung in shaws  
 Committee Minute 20th June 1842  
 Character assigned 12 A 2 good appears eligible to remain as Classed A 2

The seams of upper Deck and Spirketting are repaired with Marine Glue. Four years since the Spirketting seam and two seams of Deck next the Waterway were re-caulked and repayed with Common Pitch at Calcutta last voyage, about four months since.  
 Certificate (if required) W. Martin

No. 289 on the 13<sup>e</sup> Poitiers Survey held at London Date June 5<sup>th</sup> 1842  
 Tonnage 604 Built at Sunderland Master \_\_\_\_\_  
 By whom built 756 Owners C Dunbar  
 Port belonging to London Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock In Brook's Dry Dock

Last Survey, No. 13201 Port of London Classed 9 A 1  
 4 mo 47

The present Condition of the  
 Decks }  
 Waterways } good  
 Comings }  
 Upper Deck Beams & Fastenings }  
 Lower Deck Beams & Fastenings } d<sup>o</sup> where seen  
 Planksheers }  
 Sheerstrakes } d<sup>o</sup>  
 Topsides } d<sup>o</sup>  
 Wales } d<sup>o</sup>  
 Plank (Bottom) and Counter } d<sup>o</sup>  
 Treenails }  
 Breasthooks and Stemson } good where seen  
 Transoms, Pointers, and Crutches }  
 Timbers of the Frame }  
 Keelsons } d<sup>o</sup>  
 Clamps and Shelves } d<sup>o</sup>  
 Ceiling } d<sup>o</sup>  
 Rudder } d<sup>o</sup>  
 Copper } W & F When put on 1847  
 Windlass and Capstan }  
 Pumps }  
 Boats } In good order & sufficient  
 Masts, Yards, &c. }  
 Sails } and sufficient  
 Anchors No. of }  
 Cables }  
 Hawser and Warps }  
 Standing & Running Rigging }

General Observations and Opinion, Repairs now done from Warming. Starboard side in Midship 20 Feet of Garboard Strake and 15 Feet of Strake next it new, on the Port side close Forward 100 feet of Planking in the 7 Strakes next the keel replaced with new also a short Piece at upper part of Bilge in Midship 10 feet long, a Listing of 9" metal cut from keel seam and Head ends ship hung in shaws  
 Committee Minute 20th June 1842  
 Character assigned 9 A 1 good appears to be in good condition eligible to remain as Classed A 1  
 Certificate (if required) W. Martin