

Survey held at London Date Oct 2/47 to Oct 4 1847  
 the Baque Point Master M<sup>r</sup> Burgess  
 onnage 311 am Built at London When built Launched August 30 1840  
 by whom built Mess<sup>rs</sup> Fletcher & Sons Owners Mess<sup>rs</sup> Hall & Thomson & Co  
 Port belonging to London Destined Voyage Jamaica  
 If Surveyed Afloat or in Dry Dock On the Ship under Special Survey throughout Building

Length aloft	Feet. Inches.	105	3/10	Extreme Breadth	Feet. Inches.	22	0	Depth of Hold	Feet. Inches.	17	09/10
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	25		Timber and Space	each	25		Timber and Space	each	25	
Floors	sided	11	Moulded	11 1/2	9 1/4	Keel to Bilge	3 Strakes each 1 1/2	Foot Waling	or Timber Strake	1 1/2	3 1/2
1 <sup>st</sup> Foothooks		9 3/4		11 1/2	9	Bilge Planks	2 of 4	Bilge Planks	1 above & 1 below Top	4 1/2	3 1/2
2 <sup>nd</sup> Ditto		8 3/4		9 3/4	8 1/2	Bilge to Wales	3	Ceiling in Flat		2 1/2	2 1/2
3 <sup>rd</sup> Ditto		7 3/4		19	13 1/2	Wales	2 of 4 1/2	Ditto Bilge to Clamp		2 1/2	2 1/2
Top Timbers		7 3/4		19	13 1/2	Black Strake	1 of 4 1/2	Hold Beam Clamps	2 of 3	3	3
Deck Beams N <sup>o</sup> 22	Average Space	4.1		9	8 1/2	Topsides	2 of 3	Deck Beam Ditto		3	3
Hold Beams N <sup>o</sup> 12	Average Space	3.11 3/4		10 1/2	9 1/2	Sheer Strakes	2 of 3 1/2	Ceiling 'twixt Decks		2 1/2	2 1/2
Keel		11		14	14	Plank Sheers	4	Hold Beam Shelves		10x10	10x10
Kelsons		11 1/2		11 1/2	11 1/2	Water-Ways	10x10	Deck Beam Ditto		9x9 1/2	9x9 1/2
Upper Deck											
Size of Bolts in Fastenings, distinguishing whether											
Copper or Iron.				Copper or Iron.							
Heel-Knee, and Dead Wood abaft		1 1/2		Heel-Knee, and Dead Wood abaft		1 1/2		Heel-Knee, and Dead Wood abaft		1 1/2	
Scarphs of Keel	N <sup>o</sup> 7	7/8		Scarphs of Keel	N <sup>o</sup> 7	7/8		Scarphs of Keel	N <sup>o</sup> 7	7/8	
Floor Timber Bolts		1		Floor Timber Bolts		1		Floor Timber Bolts		1	
Kelson ditto		1		Kelson ditto		1		Kelson ditto		1	
Transoms and throats of Hooks		1 1/2		Transoms and throats of Hooks		1 1/2		Transoms and throats of Hooks		1 1/2	
Arms of Hooks		1		Arms of Hooks		1		Arms of Hooks		1	
Bolts thro' the Bilge and Foot Waling				Bolts thro' the Bilge and Foot Waling				Bolts thro' the Bilge and Foot Waling			
Butt End Bolts				Butt End Bolts				Butt End Bolts			
Lower Pintle of the Rudder				Lower Pintle of the Rudder				Lower Pintle of the Rudder			
Hold Beam				Hold Beam				Hold Beam			
Deck Beam				Deck Beam				Deck Beam			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1/4 Inches. The Space between the Top-timbers is 4 3/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak & East India Teak 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 1/4 N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are sufficient  
 The Frame is very well squared from the first Foothook Heads upwards, and very well free from sap, and from thence downwards, the frame is all  
 The ~~Mainsail~~ Frames are bolted together. all are Frames N. B. If not, state how bolted.  
 The Butts of the Timbers are close together; their thickness not less than 1/8 of the entire moulding at that place.  
 The Frame is chocked with a Butt at each end of the chock. Part of them square heads & heels with Dougl  
 The Main Kelson is composed of East India Teak and the False Kelson of East India Teak & Plant 3 1/2  
 The Scarphs of the Kelsons are not less than 6 feet 0 inches.  
 The Deck and Hold Beams are composed of East India Teak & English Oak  
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm  
 From the first Foothook Heads to the Light Water Mark of Mahogany & East India Teak  
 From the Light Water Mark to the Wales of East India Teak  
 The Wales and Black-strakes are of East India Teak The Topsides of East India Teak  
 The Sheer-strakes and Plank-sheers of East India Teak The Water-ways of East India Teak & mahogany  
 The Decks of East India Teak & Pine State of good  
 The Shifts of the Planking are not less than 5 1/2 Feet 6 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 Strakes between  
**Planking Inside.**—The Limber-strakes are composed of East India Teak the Bilge Planks of East India Teak  
 The Ceiling, Lower Hold, of East India Teak Between Decks of Mahogany and East India Teak  
 Shelf Pieces of East India Teak & Mahogany Clamps of East India Teak  
**Fastenings.**—To Hold Beams a Pick Shelf Piece Dougl'd to the Beam ends Staple Lodging Knives of Iron to every Beam end, five pairs of Hanging Knives and one pair of Attendants Knives of Iron  
 Deck Beams a Pick Shelf and Waterway, the Shelf Dougl'd to and the Waterway secured over the Beams and into the Timbers, Staple Lodging Knives to every Beam end of Iron & five pairs of Hanging Knives of Iron  
 Number of Breasthooks six Pointers Before Hooks exclusive of Crutches two of Iron  
 Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched.  
 Bilge and Footwaling are of all bolted through and clenched. Iron nails of Locust  
 General Quality of Workmanship Very good



114636 Son

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

One full set and  
other spare sails  
and

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.	Fathoms.	Chain	inches.	No.	Weight
Fore Sails,	200	Chain	3 1/2	3	Bowes each 20 Iron Stbs.
Fore Top Sails,	60	Hempen Stream Cable	1 1/2	1	Stream, 12-2-0
Fore Topmast Stay Sails,	90	Hawser	1	1	Kedge, 7-0-0
Main Sails,	2490	Towlines	5		
Main Top Sails,		Warp &c. sufficient			
		All of <u>good</u> quality.			

Her Standing and Running Rigging is new sufficient in size and good in quality.

She has a Long Boat and two other Boats

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

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

Average Space of Upper Deck Beams 4-1 Lower Deck 3-11 1/2 (Each side)  
Fore Hatchway 4-2 Main D.O., after 4-1 (Main)

Outside Planking from Gunwale to Keel Treennails fastened and all Bolts of Copper likewise all weather Bolts & Nails of Upper Deck &c of Copper or Yellow Metal as required by Rule for the 13 A grade. The Frame is saturated with a Solution of Copperas for the prevention of Dry Rot.

Fore castle 26-6 long, 5-3 high all Beams of Mahogany with five pairs of Iron Hanging Knees and one pair of Staple Standards all Copper Bolted. Poop Length 25-9, Height 6-0 1/2 with an elliptic Top. the Poop stops short of the Stern clear of the Steering Wheel.

If Sheathed, Doubled, Felted, or Coppered Y Metal on lar. Wood When last done now done

I am of opinion this Vessel should be Classed 13 A 1 from 1840

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

4/10 Ton Special authd 15-11-0

Certificate (if required) .....£ : :

Committee's Minute 10th Oct 1848

Character assigned 13 A 1