

Survey held at London Date from 21 May till 18 July 1849 15308  
 the "Entrepid" Master Mercer  
 Tonnage 286 1/2 Built at Coringa When built 1842  
 By whom built \_\_\_\_\_ Owners F Mercer & Co  
 Port belonging to London Destined Voyage St Helena  
 If Surveyed Afloat or in Dry Dock in Duke Street Dock

Recd 14/6/49

Length aloft ..... 91 5/10 Feet. 5/10 Inches. Extreme Breadth ..... 22 5/10 Feet. 5/10 Inches. Depth of Hold ..... 16 5/10 Feet. 5/10 Inches.

Room and Space	Scantlings of Timber.			Thickness of Plank.	
	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Floors.....sided	<u>6</u>	<u>10</u>	<u>10</u>	Keel to Bilge ..... <u>3</u>	Limber Strakes ..... <u>3</u>
1 <sup>st</sup> Foothooks.....	<u>6</u>	<u>9</u>	<u>9</u>	Bilge Planks ..... <u>3</u>	Bilge Planks ..... <u>6</u>
2 <sup>nd</sup> Ditto.....	<u>6</u>	<u>8</u>	<u>8</u>	Bilge to Wales ..... <u>3</u>	Ceiling in Flat ..... <u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	<u>6</u>	<u>8</u>	<u>8</u>	Wales ..... <u>3</u>	Ditto Bilge to Clamp ..... <u>2 1/2</u>
Top Timbers.....	<u>6</u>	<u>5</u>	<u>5</u>	Topsides ..... <u>2 1/2</u>	Hold Beam Clamps ..... <u>4</u>
Deck Beams N <sup>o</sup> <u>28</u> Average Space } <u>2 ft 6 in</u>	<u>6</u>	<u>6</u>	<u>6</u>	Sheer Strakes ..... <u>3</u>	Deck Beam Ditto ..... <u>10</u>
Hold Beams N <sup>o</sup> <u>20</u> Average Space } <u>3 feet</u>	<u>8 1/2</u>	<u>7</u>	<u>7</u>	Plank Sheers ..... <u>3</u>	Ceiling 'twixt Decks .. <u>2 x 3</u>
Keel .....	<u>11</u>	<u>11</u>	<u>11</u>	Water-Ways ..... <u>9</u>	Hold Beam Shelves .. <u>6 x 12</u>
Kelsons .....	<u>11</u>	<u>11</u>	<u>11</u>	Upper Deck ..... <u>3</u>	Deck Beam Ditto ..... <u>8 x 10</u>

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Inches.		Inches.		Inches.	
Heel-Knee, and Dead Wood abaft .....		Bolts thro' the Bilge and Limber Strakes <u>3/4</u>	Copper or Iron.	Hold Beam .....	<u>3/4</u>
Scarphs of Keel.....N <sup>o</sup> .....		Butt End Bolts ..... <u>3/8</u>		Deck Beam .....	<u>3/4</u>
Floor Timber Bolts..... <u>Iron 1 1/2</u>		Lower Pintle of the Rudder .. <u>2 1/4</u>			
Kelson ditto..... <u>Iron 1 1/2</u>					
Transoms and throats of Hooks..... <u>3/4 7/8</u>					
Arms of Hooks .. <u>Iron</u>					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 3 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 English oak & Indian Red Wood Timber. The other Foothooks and Top Timbers of Teak and Indian Red Wood. 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 3 ft 6 in. The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is well squared. The alternate 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 Frame is not chocked with a Butt at each end of the chock. The Main Kelson is composed of Teak and the False Kelson of None. The Scarphs of the Kelsons are not less than 4 feet 9 inches. The Deck and Hold Beams are composed of the hold beams of Teak & East Indian Red Wood

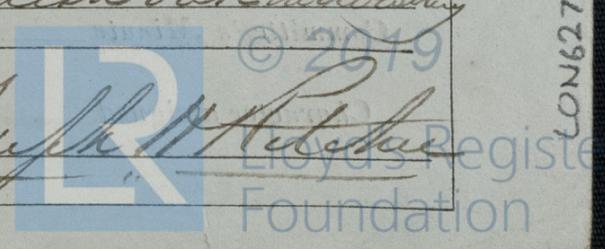
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Teak. From the first Foothook Heads to the Light Water Mark of Teak. From the Light Water Mark to the Wales of Teak. The Wales and Black-strakes are of Teak. The Topsides of Teak. The Sheer-strakes and Plank-sheers of Teak. The Water-ways of Teak. The Decks of Teak. State of good. The Shifts of the Planking are not less than 5 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 three between

**Planking Inside.**—The Limber-strakes are composed of Teak the Bilge Planks of Teak. The Ceiling, Lower Hold, of Teak & Dutch oak Between Decks of Teak. Shelf Pieces of Teak Clamps of Teak.

**Fastenings.**—To Hold Beams Stout Shelf and 10 pairs iron hanging knees. Deck Beams Shelf and 10 pairs iron hanging knees.

Number of Breasthooks 5 Wood 1 iron Pointers \_\_\_\_\_ Crutches 1 Wood 1 of iron. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treenails of English oak in dowels. General Quality of Workmanship Very good.

We certify that the preceding is a correct description of the above-named Vessel,  
 Owner's Signature \_\_\_\_\_ Surveyor's Signature Joseph H. Atcher



LON627-0028

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

15308 ton

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	200	Chain .....	1 1/2	3	Bower,
2	Fore Top Sails,	100	Hempen Stream Cable .....	7/8	1	Stream,
2	Fore Topmast Stay Sails,	100	Hawser .....	6	1	Kedge,
1	Main Sails,		Towlines .....			
2	Main Top Sails,		Warp .....			
and all good			All of _____ quality.			

Her Standing and Running Rigging has been refitted sufficient in size and good in quality.

She has one Long Boat and 2 others

The present state of the Windlass is New Capstan good and Rudder good Pumps New P.C.

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

at present the bottom stripped of Wood and Copper Sheathing  
the wales topsides and Sheer strakes scraped bright and  
additionally iron bolted with dunnops and 60 thro bolts—  
all the hold Ceiling removed from Clumps to timber strakes  
from the fore hoods to the afterhoods on both sides. When  
the frame was found to be of Teak forward <sup>and found good</sup> but  
partly of Teak and of a Red Indian timber the name of  
which we do not know but which were generally dec  
and the following timbers have in consequence been  
of English oak on the Star board side forty 12 2 3 feet  
and 45 head & heel chocks and on the Lar board side thirty  
timbers and 36 Chocks—and Teak belye & binding strakes  
brought with new hold Ceiling of Dautzee oak. The  
outside bottom plank made good Caulked fitted and do  
from the Keel to the wales with Dutch Dautzee fir fasten  
with a yellow Metal dunnop in each timber and bolts  
bolts and 5 internal binding strakes thro bolts the 10  
of hanging knees thro bolts with yellow Metal double  
Caulked and Sheathed with yellow Metal. topsides  
decks also Caulked—stem additionally yellow Met  
bolts full Keel refastened—New windlass fitted  
masts and rigging generally overhauled & refit

The masts were hoisted the figure 1 prepared

If sheathed, doubled, Felted, or Coppered yellow Metal

When last done June 1849

I am of opinion this Vessel should be Classed G.A.

The Amount of the Fee.....£ 3 : - : - is received by me,

Special .....£ 5 : 5 : -

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

Committee's Minute 20th July 1849

Character assigned Special

*[Handwritten signatures and initials]*

