

ANNUAL SURVEYS.

17262

No. ³⁹⁶ on the *McClintock* Survey held at *London* Date *Jan 5* 1851
 Master *McClintock*
 Tonnage *361* Built at *Garnsboro* When built *1823*
 By whom built _____ Owners *Swetting*
 Port belonging to *London* Destined Voyage *South Sea*
 If Surveyed Afloat or in Dry Dock *Dry Dock & afloat*

Recd 8 Jan

Last Survey, No. *17072* Port of *London* Classed *A.1*
9

The present Condition of the

Decks <i>Good</i>	Treenails <i>Good</i>	Windlass and Capstan <i>Good efficient</i>
Waterways <i>do</i>	Breasthooks and Stemson <i>do</i>	Pumps <i>do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>do</i>
Upper Deck Beams & Fastenings <i>Sound</i>	Timbers of the Frame <i>Wharfedale</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings <i>do</i>	Keelsons <i>do</i>	Sails <i>2 Sails</i>
Planksheers <i>Good</i>	Clamps and Shelves <i>do</i>	Anchors No. of <i>3 1.1</i>
Sheerstrakes <i>do</i>	Ceiling <i>do</i>	Cables <i>do</i>
Topsides <i>do</i>	Rudder <i>do</i>	Hawsers and Warps <i>do</i>
Wales <i>do</i>	Copper <i>Sheet</i> When put on <i>1850</i>	Standing & Running Rigging <i>do</i>
Plank (Bottom) and Counter <i>do</i>		

General Observations and Opinion, *Has been thoroughly overhauled and prepared for the voyage is in good and efficient condition for the conveyance of dry and perishable Cargos and may remain as classed*

Committee Minute *9th Jan 1852*
 Character assigned *A.1* *Swetting*

Certificate (if required)

No. *262* on the *McClintock* Survey held at *London* Date *January 6th* 1852
 Master *Lightfoot*
 Tonnage *388* Built at *Sunderland* When built *1834*
 By whom built _____ Owners *Lightfoot*
 Port belonging to *London* Destined Voyage *New South Wales*
 If Surveyed Afloat or in Dry Dock *Afloat & in Dry Dock*

Last Survey, No. *1584* Port of *London* Classed *A.1* *56 48*
C3 2

The present Condition of the

Decks <i>Good</i>	Treenails <i>Good</i>	Windlass and Capstan <i>efficient</i>
Waterways <i>do</i>	Breasthooks and Stemson <i>do</i>	Pumps <i>do</i>
Comings <i>do</i>	Transoms, Pointers, and Crutches <i>do</i>	Boats <i>do</i>
Upper Deck Beams & Fastenings <i>Sound</i>	Timbers of the Frame <i>Wharfedale</i>	Masts, Yards, &c. <i>do</i>
Lower Deck Beams & Fastenings <i>do</i>	Keelsons <i>do</i>	Sails <i>new foremast</i>
Planksheers <i>Good</i>	Clamps and Shelves <i>do</i>	Anchors No. of <i>3 1.1</i>
Sheerstrakes <i>do</i>	Ceiling <i>do</i>	Cables <i>do</i>
Topsides <i>do</i>	Rudder <i>do</i>	Hawsers and Warps <i>do</i>
Wales <i>do</i>	Copper <i>Sheet</i> When put on <i>1850</i>	Standing & Running Rigging <i>do</i>
Plank (Bottom) and Counter <i>do</i>		

General Observations and Opinion, *The channels taken down and fitted with new iron work & new additional standards on each side to support the rigging could be from the copper up and generally overhauled*
is in good and efficient condition for the conveyance of dry and perishable Cargos from all parts of the world and may remain as classed
 Committee Minute *9th Jan 1852*
 Character assigned *A.1* *Swetting*
 Charge *£1.1.0*

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