

No. 1 Survey held at London Date 3rd and 13th Aug 1853
 on the Ship Guineaman's Homecoming Master M. Dantle
 Tonnage New 162 Built at Malmain When built 1853 Launched Sept 1853
 By whom built Thos. H. Glasston Owners J. Dantle
 Port belonging to London Destined Voyage Madras
 If Surveyed while Building, Afloat, or in Dry Dock Bottom dry Dock

Length aloft 117 Feet. Inches. Extreme Breadth 34 Feet. Inches. Depth of Hold 23 Feet. Inches.

Scantlings of Timber.			Thickness of Plank.			
Room and Space	Feet. Inches.	Feet. Inches.	Outside.	Feet. Inches.	Inside.	Feet. Inches.
Floors	10	Moulded	Keel to Bilge	5	Lumber Strakes	5
1 st Footbooks	13	"	Bilge Planks	5	Bilge Planks	5
2 nd Ditto	10	"	Bilge to Wales	5	Ceiling in Flat	5 1/2
3 rd Ditto	11 1/2	"	Wales	6	Ditto Bilge to Clamp	5 1/2
Top Timbers	4	"	Short Hoods	5	Hold Beam Clamps	5
Deck Beams N ^o 23 Average Space 3	4 1/2	"	Topsides	4	Deck Beam Ditto	5
Hold Beams N ^o 2 Average Space 3	4 1/2	"	Sheer Strakes	5	Ceiling 'twixt Decks	5
Keel	11	"	Plank Sheers	5	Hold Beam Shelves	5
Keelsons	11	"	Water-Ways	1 1/2	Deck Beam Ditto	5
Scarples of Ditto	11	"	Upper Deck	3 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/2	1 1/2	Transoms and throats of Hooks	1 1/2	1 1/2
Scarples of Keel N ^o 10	1 1/2	1 1/2	Arms of Hooks	1 1/2	1 1/2
Floor Timber Bolts	1 1/2	1 1/2	Bolts thro' Bilge & Lumber Strakes	1	1
Kelson ditto	1 1/2	1 1/2	Butt End Bolts	1	1
			Lower Pintle of the Rudder	4	4
			Hold Beam		1 1/2
			Deck Beam		1 1/2

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 6 Inches. The Space between the Top-timbers is 7 Inches. The Stem, Stern Post, consist of Scute the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Scute and are free from all defects. The Floors consist of Scute The First Footbooks of Scute Timber. The Second Footbooks of Scute The Third Footbooks of Scute The Top Timbers of Scute The Shifts of the first and second Footbooks 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 The Frame is squared from the first Footbook Heads upwards, and free from sap, and from thence downwards, the frame is square where seen The alternate Frames are bolted together to the Gunwale. where seen 1/2 inch 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 choaked with Butt at each end of the chock. The Main Keelson is Scute and free from all defects. The False Keelson is The Deck Beams consist of Scute The Hold Beams of Scute The Knees of Scute

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Scute From the above named Height to the Light Water Mark Scute From the Light Water Mark to the Wales Scute The Wales and Black-strakes are Scute The Topsides Scute The Sheer-strakes Scute and Plank-sheers Scute The Water-ways Scute The Decks Scute State of The Shifts of the Planking are not less than 7 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 Scute between

Planking Inside.—The Lumber-strakes are Scute the Bilge Planks Scute The Ceiling, Lower Hold, Scute Between Decks Scute Shelf Pieces Scute Clamps Scute

Fastenings.—To Hold Beams Shelf Pieces and bow hanging pieces to each beam Deck Beams Shelf Pieces and bow hanging pieces to each beam Number of Breasthooks Nine Pointers Crutches 3 two Butts End Bolts are of Crown in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Lumber Strakes Crown bolted through and clenched. Treenails of Iron Nails 1 1/2 Major General Quality of Workmanship is good

We certify that the preceding is a correct description of the above-named Vessel, Surveyor's Signature M. W. Lupton Builder's Signature

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

18438. Len.

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
N ^o .			Fathoms. Inches.		N ^o .	Weight.
<u>Two</u>	Fore Sails,	Chain	<u>300</u> <u>1 3/4</u>	Bower,	<u>3</u>	<u>2⁶ and <u>two</u> 8⁶</u>
<u>Two</u>	Fore Top Sails,	Hempen Stream Cable		Stream,	<u>1</u>	
<u>Two</u>	Fore Topmast Stay Sails,	Hawser	<u>90</u>			
<u>Two</u>	Main Sails,	Towlines	<u>40</u>	Kedge,	<u>2</u>	
<u>Two</u>	Main Top Sails,	Warp	<u>90</u>			
	and	All of <u>good</u> quality.				

Her Standing and Ranning Rigging Shump & Hair sufficient in size and Good in quality.

She has One Long Boat and One Solly Boat a punnace & Gig

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Good

General Remarks—Statement and Date of Repairs.

This Ship being very substantially built and well bound with Sister Kelsons. Shelf Pieces, Iron hanging Pieces and heavy Clamps fore and aft in the lower hold to which the Boleam Beams are secured with Iron bolging Struts. The thick stuff at the bilges being well through bolted and clamped. The outside planking on bottom Churned and Sheathed with inch Teats under the Yellow Metal. The Committee has under the above circumstances at the request of the Owner exempted her from having the Iron Struts put in at the present be required by the Rules, the distance below the Hold beams being 14 feet 10 inches

John W. G. G. G.

If Sheathed, Doubled, Felted, or Coppered Small Sheath of Copper When last done 1852

I am of opinion this Vessel should be Classed A1 for 10 years

The Amount of the Fee.....£ 5 - - is received by me, M. W. Lupton

Special.....£ 2 : 2 -

Certificate (if required)£ : 10 -

Committee's Minute 9th Aug 1853

Character assigned A1 for 12 years
W. J. G.
J. E.

