

No. 1 Survey held at Plymouth Date February 16 1836.
on the New Ship (not named) Dorelot Master John Smith.
Tonnage 159 Built at Plymouth When built Feb'y 1836.
By whom built Messrs Dopes Owners Messrs Dopes.
Port belonging to Plymouth Destined Voyage to Liverpool.
If Surveyed Afloat or in Dry Dock on the Docks & finally in wet dock.

Length aloft.....	Feet. <u>04</u> Inches. <u>6</u>	Extreme Breadth	Feet. <u>22</u> Inches. <u>1 1/2</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>9 1/2</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each	Inches	Outside.	Inches.	Inside.	
Floors.....	sided	Moulded	Keel to Bilge	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
1 st Foothooks.....	"	"	Bilge Planks	<u>3 1/2</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto	"	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	"	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	"	"	Topsides	<u>2</u>	Hold Beam Clamps	<u>2 1/2</u>
Deck Beams	Number of <u>8</u>	"	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams	Do Do <u>9 1/2</u>	"	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	"	"	Water-ways	<u>4 1/2</u>	Hold Beam Shelves	
Kelsons	<u>12</u>	"	Upper Deck	<u>2 1/2</u>	Deck Beam ditto	<u>1 1/2 by 6 1/2</u>

Size of Bolts in Fastenings.			Iron.		
Copper.	Inches	Copper.	Inches	Iron.	Inches
Hed-Knee, and Dead Wood abaft <u>1000</u>	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5/8</u>	Hold Beam.....	<u>7/8</u>
Scarphs of Keel..... <u>1000</u> N ^o . <u>1</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>5/8</u>
Floor Timber Bolts..... <u>1000</u>	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/4</u>		
Kelson ditto..... <u>200</u>	<u>1</u>	} all heavy fastenings of <u>1000</u> same in Iron above the Copper			
Transoms and throats of Hooks <u>200</u>	<u>1</u>				
Arms of Hooks..... <u>200</u>	<u>7/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are _____ free from all defects.

Hr Floors and first Foothooks are composed of _____ Timber.

Hr other Foothooks and Top Timbers of _____

Hr Shifts of the first and second Foothooks are not less than _____ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together.

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of English & African Oak and the False Kelson of English Oak.

The Scarphs of the Kelsons are not less than 12 feet 6 inches.

The Deck and Hold Beams are composed of English Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Oak.

X From the first Foothook Heads to the Light Water Mark of English Oak & English Oak & English Oak & English Oak.

From the Light Water Mark to the Wales of English Oak.

The Wales and Black-strakes are of do.

The Topsides of do.

The Sheer-strakes of African Oak & Two Strakes.

The Gunwales of English Oak Water-ways of _____

The Shifts of the Planking are not less than 12 feet _____ inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought Two & Three between the Stringers of English Oak & English Oak.

X **Planking Inside.**—The Clamps are composed of English Oak and the remainder of the Ceiling of English & African Oak.

The Bilge Planks of English Oak.

Fastenings.—To Hold Beams Two Rows of Iron to each Beam.

Deck Beams Drifted & Bolted to the sides & secured with 10 Diagonal Iron Pins.

Number of Breasthooks Four Pointers _____ Crutches _____

Butts End Bolts are of 5/8 Copper in the Bottom, and 5/8 Bolt in each Butt End through and clenched.

Bilge and Footwaling 5/8 Copper bolted through and clenched.

General Quality of Workmanship very good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name _____

Surveyor's Name _____

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
1	Fore Sails,	100	Chain	2 1/16	2
1	Fore Top Sails,	80	Hempen Stream Cable.....		1
1	Fore Topmast Stay Sails,	100	Hawser	5	2
2	Main Sails,	100	Towlines	3 1/2	
1	Main Top Sails,		Warp		
and all necessary & light Sails.			All of <u>very good</u> quality.		

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

She has one Long Boat and one Sloop Boat. one small Boat & one small Boat.

The present state of the Windlass is good Capstan good and Rudder very good.

General Remarks—Statement and Date of Repairs.

This vessel was named and plastered up previous to my appointment but from carefully examining her since that time believe her to be a good & faithful built vessel, her keel & hull of full size & good materials, she is composed principally of English oak and from what I could see from Dept. she has some American oak plank for her steeves, ceiling and keelson, the elm plank of her bottom is all below the light water mark. she is fully copper fastened in the bottom of her bottom which are through & clenched, the fastenings of her floor ends are also of copper—but as is generally the case with vessels built here, I saw fastenings through the floors, keel & stern & dead woods abaft, and which for vessels of small tonnage and subject to take the ground often, is for strength of fastenings generally preferred.

The materials and necessary stores are of the best quality and abundant (except a Stream Pumps which she is deficient of, but to be supplied at Dept.) She is tight, staunch and sea worthy and every way fitted to proceed with a dry & perishable cargo to any port of the World.

Note. This vessel has been allowed to pass to Liverpool without being named, and where she will be sold if a fair price can be obtained for her.

If Sheathed, Doubled, or Felted, Double Bottoms but to be repaired in Liverpool—
and Date when last done

And I am of opinion this Vessel should be Classed A 1 Eleven years.

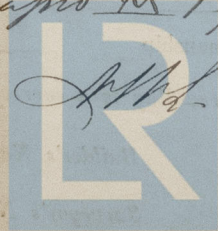
The Amount of the Fee.....£ 2 : 2 : 0 is received by me

Committee Minute 8 March 1836

Character assigned A 1 for 11 Years

Crop Bolt the Floors

See Liverpool Directory
Comm Min 10 May 1836
Classed A 1 for 11 years



Lloyd's Register
Foundation