

No. 1177 Survey held at Plymouth Date March 15th 1849
on the Brig "Zoe" Master H. Hocking
Tonnage 191 Built at Plymouth When built 1849
By whom built Messrs Hocking Owners Messrs Hocking
Port belonging to Plymouth Destined Voyage Mediterranean
If Surveyed Afloat or in Dry Dock At various times in Building

Length aloft	Feet. 94	Inches. 7 1/2	Extreme Breadth	Feet. 21	Inches. 4 1/2	Depth of Hold	Feet. 14	Inches. 1 1/2
Scantlings of Timber.			Thickness of Plank.					
Room and Space	24							
Floors	sided 11	Moulded	13	9	Keel to Bilge	3	Limber Strakes	2 1/2
1 st Foothooks	9 1/2	"	9	8	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	9	"	8	7	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 rd Ditto	7 1/2	"	6 1/2	4 1/2	Wales	3 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	7	"	4 1/2	4 1/2	Topsides	3 1/2	Hold Beam Clamps	3
Deck Beams N ^o 20	Average Space } 3 feet 11	"	9	6	Sheer Strakes	3 1/2	Deck Beam Ditto	3
Hold Beams N ^o 7	Average Space } Various	"	9 1/2	8	Plank Sheers	3	Ceiling 'twixt Decks	2
Keel	11	"	16		Water-Ways	9 x 5	Hold Beam Shelves	
Kelsons	12 1/2	"	15	12	Upper Deck	3	Deck Beam Ditto	6 1/2 x 10 1/2

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/8	Copper or Iron.		Iron.	
Scarp of Keel	3/4	Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	7/8
Floor Timber Bolts	1	Butt End Bolts	5/8	Deck Beam	3/4
Kelson ditto	1	Lower Pintle of the Rudder	2 1/4		
Transoms and throats of Hooks	1				
Arms of Hooks	1/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of do. The Shifts of the first and second Foothooks are not less than 3 feet 10 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are placed 3 feet 10 inches. The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than of the entire moulding at that place. The Frame is not chocked with do Butt at each end of the chock. Double, throughout excepting 6 Chocks at the Floor Heads. The Main Kelson is composed of English oak and the False Kelson of do. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of English oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English & American Elm. From the first Foothook Heads to the Light Water Mark of English oak. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of do. The Topsides of English & African oak. The Sheer-strakes and Plank-sheers of English oak. The Water-ways of English oak. The Decks of Yellow Pine. State of Copper protection. 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 English oak the Bilge Planks of English oak. The Ceiling, Lower Hold, of do Between Decks of do. Shelf Pieces of do Clamps of do.

Fastenings.—To Hold Beams Double Iron Lugging Knees. Deck Beams Double and some timber to shelf and an Iron Lugging Knee to every alternate Beam. Number of Breasthooks Four Pointers One pair Crutches One. Butts End Bolts are of 5/8 Metal in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes Well bolted through and clenched. Treenails of English oak. General Quality of Workmanship very superior.

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

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sails,	180	Chain	1 1/2	2	Bower,	11-0 - 12-3
1	Fore Top Sails,	100	Hempen Stream Cable	7 1/2	1	Stream,	6 -
1	Fore Topmast Stay Sails,	100	Hawser	4 1/2	2	Kedge,	2-3 - 1-2
1	Main Sails,		Towlines				
2	Main Top Sails,	120	Warp	3 1/4			
and			All of	quality.			

Her Standing and Running Rigging Well fitted sufficient in size and best in quality.

She has one Long Boat and one small one

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

General Remarks—Statement and Date of Repairs.

This very handsome vessel was laid down for the express use of the Builders Brother and designed for the Constantinople trade, where she is now bound, and is built with the very best well seasoned materials in which no expense has been spared — she has 9 Strakes of W-alls, all the Thrust Buttresses run to the Gunwale and but 6 Chocks in the entire frame, which is dovetailed with Square Head and Heel equal to the entire moulding at the part — The Timbers are well selected especially the Buttresses, which are well grown to their shape, the Shelves are particularly stout, well fitted and exceedingly well fitted — all the Trunks are well seasoned, three fourths of which pass through the Ceiling — The Workmanship is of the highest Character, and in finish & model needs only to be inspected to be declared one of the finest Merchant Vessels of her Tonnage afloat — The fastenings are all of Muntz Metal from the Keel to the Hatchways including the flat of the Deck agreeably to the Rules Section 46 for 13 years —

N. B. — This vessel's First Buttresses rest on the Keel which does away with the necessity of the Bolts through the Lower Strakes &c —

If sheathed, doubled, Felted, or Coppered Muntz Yellow Metal When last done 1849

I am of opinion this Vessel should be Classed A-1 Thirteen Years

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

Special£ : :

Certificate (if required)£ : 5/-

Committee's Minute 10th March 1849

Character assigned A-1 for 13 years