

No. 70 Survey held at Pennance Date November 1835  
on the Prig Arachne Master Thos. Munson  
Tonnage 148 <sup>38</sup>/<sub>94</sub> Built at Paseham When built 1827  
By whom built                      Owners J. S. S. Burrell  
Port belonging to Portsmouth Destined Voyage Incena  
If Surveyed Afloat or in Dry Dock in the Pier of this Port afloat

Length aloft.....	Feet. <u>17</u> Inches. <u>11</u>	Extreme Breadth .....	Feet. <u>21</u> Inches. <u>2 <sup>3</sup>/<sub>4</sub></u>	Depth of Hold .....	Feet. <u>12</u> Inches. <u>4</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each <u>23</u>	Inches. <u>                    </u>	Outside.	Inches. <u>                    </u>	Inside.
Floors.....	sided <u>11</u>	Moulded	Keel to Bilge .....		Foot Waling.....
1 <sup>st</sup> Foothooks.....	"	"	Bilge Planks .....		Bilge Planks .....
2 <sup>nd</sup> Ditto.....	"	"	Bilge to Wales .....		Ceiling in Flat .....
3 <sup>rd</sup> Ditto.....	"	"	Wales .....		Ditto Bilge to Clamp .....
Top Timbers .....	"	"	Topsides .....		Hold Beam Clamps .....
Deck Beams .....	"	"	Sheer Strakes .....		Deck Beam Ditto.....
Hold Beams .....	"	"	Plank Sheers.....		Ceiling 'twixt Decks .....
Keel .....	"	"	Water-ways .....		Hold Beam Shelves .....
Kelsons .....	"	"	Upper Deck .....		Deck Beam ditto .....

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft .....	Inches. <u>                    </u>	Copper.	Inches. <u>                    </u>	Hold Beam.....	Inches. <u>                    </u>
Scarpsh of Keel.....	N <sup>o</sup> . <u>                    </u>	Bolts thro' the Bilge and Foot Waling.....		Deck Beam .....	
Floor Timber Bolts.....		Butt End Bolts .....			
Kelson ditto.....		Lower Pintle of the Rudder .....			
Transoms and throats of Hooks .....				same in Iron above the Copper .....	
Arms of Hooks .....					

**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 oak and English and are                      free from all defects.

Her Floors and first Foothooks are composed of English oak Timber.

Her other Foothooks and Top Timbers of                     

Her 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                      and the False Kelson of                     

The Scarpsh of the Kelsons are not less than                      feet                      inches.

The Deck and Hold Beams are composed of                     

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

From the first Foothook Heads to the Light Water Mark of                     

From the Light Water Mark to the Wales of                     

The Wales and Black-strakes are of                     

The Topsides of                     

The Sheer-strakes of                     

The Gunwales of                      Water-ways of                     

The Shifts of the Planking are not less than                      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                      between                     

**Planking Inside.**—The Clamps are composed of                     

The Bilge Planks of                      and the remainder of the Ceiling of                     

**Fastenings.**—To Hold Beams                     

Deck Beams                     

Number of Breasthooks                      Pointers                      Crutches                     

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

Bilge and Footwaling                      bolted through and clenched.

General Quality of Workmanship                     

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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
/	Fore Sails,	170	Chain .....	1	2	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	6 1/2	1	Stream,
/	Fore Topmast Stay Sails,	70	Hawser .....	4 1/2	1	Kedge,
/	Main Sails,		Towlines .....			All of proper weight. <i>yes</i>
/	Main Top Sails,		Warp .....	7		
and			All of .....			
			quality.			

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

She has one Long Boat and one Jolly Boat

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

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

This vessel has undergone some repairs at Portsmouth in October 1835. Overhauled; the Hull on Surveying appeared to be in very good order, Beams, Knees, Lopsides, deck, &c. no apparent straining but in the best of order and very fairly forward in Sails, Ropes & Materials and is fit for the safe conveyance of Dry Perishable Cargo, to any part of the World and may be classed A. 1. eleven years

A. 1. Repairs in Portsmouth consisted of part new Deck, ten Iron Knees to Beams & hull overhauled.

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done Coppered in 1833

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

The Amount of the Fee.....£ : 10 : 6 is received by me,

*W. L. C. Mathew,*  
14.

Committee Minute 9 February 1836

Character assigned A 1 for 10 years  
*W. L. C.*



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