

No. 39 Survey held at Poole Date 18
on the Barque New Express Master Lawrence Tullock
Tonnage 306 hwt Built at Poole When built 1838
By whom built Richard Penny Owners John Barratt & Co
Port belonging to London Destined Voyage Cadiz
If Surveyed Afloat or in Dry Dock While Building

Length afloat.....	Over all	Feet. 107	Inches. 6	Extreme Breadth.....	Feet. 25	Inches. 1 1/2	Depth of Hold.....	Feet. 16	Inches. 6
Scantlings of Timber.				Thickness of Plank.					
Timber and Space.....	each	15		Keel to Bilge.....	3		Foot Waling.....	3	
Floors.....	sided	11 1/2	Moulded	Bilge Planks.....	1 1/2		Bilge Planks.....	3 1/2	
1st Foothooks.....	"	10	"	Bilge to Wales.....	3		Ceiling in Flat.....	2 1/2	
2nd Ditto.....	"	9	"	Wales.....	4 1/2		Ditto Bilge to Clamp.....	2 1/2	
3rd Ditto.....	"	8	"	Topsides.....	2 1/2		Hold Beam Clamps.....	3 1/2	
Top Timbers.....	"	8	"	Sheer Strakes.....	3		Deck Beam Ditto.....	4 1/2	
Deck Beams.....	"	9 1/2	"	Plank Sheers.....	3		Ceiling 'twixt Decks.....	1 1/2	
Hold Beams.....	"	10 1/2	"	Water-ways.....	4 1/2		Hold Beam Shelves.....	4 1/2	
Keel.....	"	11 1/2	"	Upper Deck.....	3		Deck Beam ditto.....	5 1/2	
Kelsons.....	"	13	"				Hold Beam Shelves.....	5 1/2	

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft.....	1 1/8	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	1
Scarphs of Keel.....	1 1/8	Butt End Bolts.....	3/4	Deck Beam.....	7/8
Floor Timber Bolts.....	1 1/8	Lower Pintle of the Rudder.....	3		
Kelson ditto.....	1 1/8				
Transoms and throats of Hooks.....	1 1/8				
Arms of Hooks.....	1				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Eng Oak and are free from all defects

Her Floors and first Foothooks are composed of Eng Oak very sound Timber

Her other Foothooks and Top Timbers of all sound Eng Oak

Her Shifts of the first and second Foothooks are not less than 5 ft to 5 ft 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 7 to 8 ft 2

The Frame is all squared from the first Foothook Heads upwards, and entirely free from sap, and from thence downwards, the Keel frame is all Eng Oak good sound white

The alternate Frames are all bolted together. fore & aft

The Butts of the Timbers are all close together; their thickness not less than 2/3 of the entire moulding at that place.

The Frame is all bolted together with a butt at each end of the chock. well done

The Main Kelson is composed of Oak and the False Kelson of Oak

The Scarphs of the Kelsons are not less than 8 feet inches.

The Deck and Hold Beams are composed of Eng Oak and the Hold Beams are of Eng Oak

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

From the first Foothook Heads to the Light Water Mark of Eng Oak

From the Light Water Mark to the Wales of all Eng Oak well edged all work done & girths from any

The Wales and Black-strakes are of all Eng Oak very sound

The Topsides of good Eng Oak well seasoned

The Sheer-strakes of Eng Oak

The Gunwales of Eng Oak

The Shifts of the Planking are not less than 5 Feet 6 Inches

general or partial, and if partial, in what part of the Ship.

N.B. If reported less than the prescribed Rule, state whether

The Planking is wrought between the Stringers of

Planking Inside.—The Clamps are composed of Eng Oak

The Bilge Planks of Eng Oak very sound and the remainder of the Ceiling of all Eng Oak

Fastenings.—To Hold Beams Double Lodging Eng Oak Pins 6 in

Deck Beams Double Lodging Eng Oak Pins 5 ft

Number of Breasthooks 5 Pointers 2 from Crutches 4 ft 6 in

Butts End Bolts are of Silver Eight in the Bottom, and 1 Bolt in each Butt End through and clenched. Bar

Bilge and Footwaling 7/8 in brass 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 Richard Penny & Co

Surveyor's Name Two first Surveys by Wm Hunter Southampton John Elder

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	280	Chain	1 1/2	3	Bower, ^{cut} <i>average about 13 each</i>
/	Fore Top Sails,	80	3^d <i>Stream</i>	7/8	1	Stream <i>7 1/2"</i>
/	Fore Topmast Stay Sails,	90	Hempen Stream Cable.....	7 1/2	2	Kedge, <i>4 1/2 2 h^{ts}</i>
/	Main Sails,	90	Hawser	5 1/2		All of proper weight.
2	Main Top Sails,	80	Towlines	4 1/2		
and other Sails Sufficient			Warp	3 3/4		
<i>all New</i>			All of <i>good</i> quality. <i>New</i>			

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

She has *One* Long Boat and *2* Cutters

The present state of the Windlass is *Patent* Capstan *Patent* Wench, and Rudder *very good*

General Remarks—Statement and Date of Repairs.

The Frame and Planking all good & best workman in ship

This Vessel is built and fitted in every respect with the very best materials a large proportion of the trenails are through the Ceilins and Wedged in side In my opinion there is nothing in the construction or in the Workmanship to prevent her being placed on the highest Class

The Barque Maurition and this Vessel is Considered to be superior to any yet built in this Port

~~Sheathed, Doubled, or Patched,~~ *with Copper on paper* to 12' 6" aft 11' 6" forward
and Date when last done *1838/March*

And *I am* of opinion this Vessel should be Classed *A 1 for 12 years*

The Amount of the Fee.....£ *3 : 3 :* is received by me, *John Oldis*

Certificate of Classification "10"
3-13

Committee Minute *14 Apr 1838*

Character assigned *A 1 for 12 years*



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