

No. 39 Survey held at Poole Date 18
 on the Barque New Express Master Laurance Fullock
 Tonnage 306 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 White Building

39
 [Signature]

Length aloft 107 Feet 6 Inches. Extreme Breadth 25 Feet 1 1/2 Inches. Depth of Hold 16 Feet 6 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space	each 15			Keel to Bilge	3	Foot Waling	3
Floors	sided 11 1/2	Moulded 10 1/2	9	Bilge Planks	1 1/2	Bilge Planks	3 1/2
1 st Foothooks	10	10		Bilge to Wales	3	Ceiling in Flat	2 1/2
2 nd Ditto	9	8 1/2		Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
3 rd Ditto	8	8		Topsides	2 1/2	Hold Beam Clamps	3 1/2
Top Timbers	8	7 1/2		Sheer Strakes	3	Deck Beam Ditto	4 1/2
Deck Beams	9	9		Plank Sheers	3	Ceiling 'twixt Decks	1 1/2
Hold Beams	10 1/2	10 1/2		Water-ways	4 1/2	Hold Beam Shelves	4 1/2
Keel	11 1/2	11 1/2		Upper Deck	3	Deck Beam ditto	5 1/2
Kelsons	13	13				Hold Beam Clamps	5

Copper.		Copper.		Iron.	
Inches		Inches		Inches	
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				
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 5ft to 5ft 6in 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 8ft 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 well chocked with all Butt at each end of the chock. well done. The Main Kelson is composed of o oak and the False Kelson of o oak. The Scarphs of the Kelsons are not less than 8 feet inches. The Deck and Hold Beams are composed of Eng Oak and Hold Beams up to top Bolts.

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 aged. 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. Water-ways of good Eng Oak. The Shifts of the Planking are not less than 5 Feet 6 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 well between all over the Stringers of all.

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. Deck Beams Double Lodging Eng Oak. Number of Breasthooks 5 Pointers 2 Crutches 2. Butts End Bolts are of Iron in the Bottom, and 1 Bolt in each Butt End through and clenched. Bilge and Footwaling 1/2 in 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 Alder



P00882-0028

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,	260	Chain	1 1/2	3 Bower, ^{cut} Average about 13 each
1	Fore Top Sails,	80	5 th Stream	7/8	1 Stream ^{cut} 7 th 2 nd
1	Fore Topmast Stay Sails,	90	Hawser	5 1/2	2 Kedge, 4 1/2 2 nd 1 st
1	Main Sails,	90	Towlines	4 1/2	All of proper weight.
2	Main Top Sails,	80	Warp	3 3/4	
and other Sails Sufficient all New		All of <u>good</u> quality. <u>New</u>			

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 Tarn and Planking all good & best work in a 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 12th 6th aft 11th 6th 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"
3-3-18

*J. H. Oldis
Surveyor*

Committee Minute 14th Apr 1838

Character assigned A 1 for 12 years

J. H.

J. O.



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