

No. 45 Survey held at Pool Date 16 July 1838  
 on the Brig John King Master Bynon  
 Tonnage 178 Old Built at Pool When built 1838  
 By whom built Messrs Wills & Stanworth Owners John King & Co  
 Port belonging to Southampton Destined Voyage Southampton to the Mauritius  
 If Surveyed Afloat or in Dry Dock While Building

Length aloft.....	Feet.   Inches.	82	Extreme Breadth .....	Feet.   Inches.	22   2	Depth of Hold .....	Feet.   Inches.	15
Scantlings of Timber.				Thickness of Plank.				
Timber and Space.....	each	22		Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	9	Moulded	Keel to Bilge .....	2 1/2	Foot Waling.....	2 1/2	
1 <sup>st</sup> Foothooks.....	"	9	"	Bilge Planks.....	3 1/2	Bilge Planks .....	3 1/2	
2 <sup>nd</sup> Ditto.....	"	7 1/2	"	Bilge to Wales.....	2 1/2	Ceiling in Flat .....	2	
3 <sup>rd</sup> Ditto.....	"	7 1/2	"	Wales .....	3 1/2	Ditto Bilge to Clamp .....	2 1/4	
Top Timbers .....	"	6 1/2	"	Topsides .....	2 1/4	Hold Beam Clamps .....	3	
Deck Beams ...	Number of ...	17	"	Sheer Strakes .....	3	Deck Beam Ditto.....	3	
Hold Beams ...	No. No. ...	9	"	Plank Sheers.....	3	Ceiling 'twixt Decks .....	2	
Keel .....	Below the keel	11 1/2	"	Water-ways .....	4 1/2	Hold Beam Shelves .....	None	
Kelsons .....	"	11 1/4	"	Upper Deck .....	3	Deck Beam ditto .....	None	
Size of Bolts in Fastenings.								
Copper.		Inches	Copper.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft .....		1 1/8	Bolts thro' the Bilge and Foot Waling .....	3/4	2 1/2	Hold Beam.....		1
Scarpns of Keel.....	N <sup>o</sup> . 8	3/4	Butt End Bolts .....		5/8	Deck Beam .....		7/8
Floor Timber Bolts.....		1 1/8	Lower Pintle of the Rudder .....		2 1/2			
Kelson ditto.....		1 1/8				same in Iron above the Copper .....		
Transoms and throats of Hooks .....		1						
Arms of Hooks .....		7/8						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of all English Oak and are quite free from all defects.

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

Her other Foothooks and Top Timbers of D<sup>o</sup>

Her Shifts of the first and second Foothooks are not less than 3 1/2 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are five to six feet

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

The alternate Frames are all bolted together.

The Butts of the Timbers are quite close together; their thickness not less than 1/3 of the entire moulding at that place. Timberly 2/3

The Frame is well chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of None

The Scarphs of the Kelsons are not less than seven feet two 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 American Elm

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

From the Light Water Mark to the Wales of D<sup>o</sup>

The Wales and Black-strakes are of D<sup>o</sup>

The Topsides of D<sup>o</sup>

The Sheer-strakes of English Oak Decks, and state of, Yellow Pine

The Gunwales of D<sup>o</sup> Water-ways of Red Pine

The Shifts of the Planking are not less than five 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 three between. the Stringers of None

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

The Bilge Planks of English Oak and the remainder of the Ceiling of all English Oak

**Fastenings.**—To Hold Beams English Oak double well secured

Deck Beams D<sup>o</sup>

Number of Breasthooks five Pointers None Crutches one

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

Bilge and Footwaling D<sup>o</sup> 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 Wills & Stanworth

Surveyor's Name John Oldis



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/6	2	Bower, <u>one 10.2.14 one 11.0.7</u>
2	Fore Top Sails,	80	Hempen Stream Cable.....	6 1/2	1	Stream, <u>7.2.0</u>
2	Fore Topmast Stay Sails,	90	Hawser .....	5 1/4	2	Kedge, <u>2.3.19 2.1.2</u>
1	Main Sails, <u>one Keyrail</u>	90	Towlines .....	3 1/2		All of proper weight.
1	Main Top Sails,		Warp .....			
	and <u>all other Sails New</u>		All of <u>good</u> quality. <u>New</u>			
	<u>and of the best Materials</u>					

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

She has one Long Boat and one Tolley Boat

The present state of the Windlass is good Capstan Patent Block and Rudder good

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

The cant timbers both fore and aft are all  
Bolted through and Clinched before the plank were  
put on. The top timbers are all scarphed or Chock'd  
in an Efficient manner a very large proportion  
of the Trunnails are through the Ceiling and Wedged  
inside all the Materials are of the best quality  
and Workmanship very good

I am of opinion there is nothing in the  
Materials or Construction of this Vessel to  
prevent her being placed on the highest Class

We should to send the  
Certificate as soon as  
convenient as the vessel is  
about to leave for Southampton  
to accomplish her cargo

19 Aug

If Sheathed, Doubled, or Felted, Coppered on thick paper within one strake of the Wale  
and Date when last done July

And I am of opinion this Vessel should be Classed A1 for 12 years

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

Certificate — "5"  
£ 2 "7" "5

John Oldis

Committee Minute 19 Aug 1835

Character assigned A 1 for 12 years



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Lloyd's Register  
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