

No. 45 Survey held at Pool Date 16 July 1838
 on the Brig John King Master Byron
 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 Whel Building

Handwritten initials and notes in the top right corner.

Length aloft..... 82 Feet. 0 Inches. Extreme Breadth 22 Feet. 2 Inches. Depth of Hold 15 Feet. 0 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	<u>22</u>			Keel to Bilge	<u>2 1/2</u>	Foot Waling.....	<u>2 1/2</u>
Floors..... sided	<u>9</u>	Moulded <u>12</u>	<u>9</u>	Bilge Planks.....	<u>3 1/2</u>	Bilge Planks.....	<u>3 1/2</u>
1st Foothooks.....	<u>9</u>	" <u>9</u>	<u>9</u>	Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2</u>
2nd Ditto.....	<u>7 1/2</u>	" <u>8</u>	<u>6 1/2</u>	Wales.....	<u>3 1/4</u>	Ditto Bilge to Clamp.....	<u>2 1/4</u>
3rd Ditto.....	<u>7 1/2</u>	" <u>8</u>	<u>6 1/2</u>	Topsides.....	<u>2 1/4</u>	Hold Beam Clamps.....	<u>3</u>
Top Timbers.....	<u>6 1/2</u>	" <u>6 1/2</u>	<u>5</u>	Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams... Number of... <u>17</u>	<u>8</u>	" <u>8</u>		Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Hold Beams... No... <u>9</u>	<u>10</u>	" <u>9</u>		Water-ways.....	<u>4 1/2</u>	Hold Beam Shelves.....	<u>None</u>
Keel.....	<u>11 1/2</u>	" <u>11 1/2</u>		Upper Deck.....	<u>3</u>	Deck Beam ditto.....	<u>None</u>
Kelsons.....	<u>11 1/4</u>	" <u>11 3/4</u>					

Size of Bolts in Fastenings.					
Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft.....	<u>1/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1</u>
Scarpns of Keel..... No. <u>8</u>	<u>3/4</u>	Butt End Bolts.....	<u>5/8</u>	Deck Beam.....	<u>7/8</u>
Floor Timber Bolts.....	<u>1 1/8</u>	Lower Pintle of the Rudder.....	<u>2 1/2</u>		
Kelson ditto.....	<u>1 1/8</u>			same in Iron above the Copper.....	
Transoms and throats of Hooks.....	<u>1</u>				
Arms of Hooks.....	<u>7/8</u>				

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^r

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 Scarpns 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^r

The Wales and Black-strakes are of D^r

The Topsides of D^r

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

The Gunwales of D^r 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.

Planking Inside.—The Clamps are composed of English Oak the Stringers of None

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

Fastenings.—To Hold Beams English Oak double Wood Ledgeing knees well secured

Deck Beams D^r Pointers None Crutches one

Number of Breasthooks five

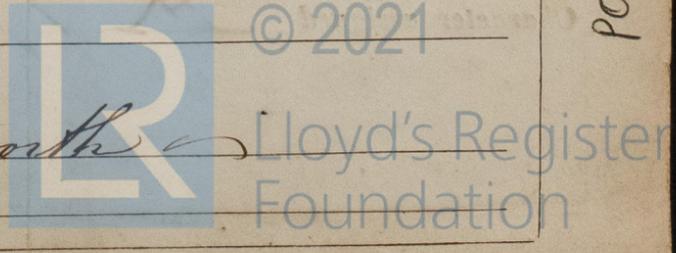
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling D^r 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



P00882-0033

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
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>7.2.00</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 Topmast</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>			
and <u>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 Wheel 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 chocked in an efficient manner a very large proportion of the Trunnels 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 a boat to leave for Southampton to accomplish her voyage
 Wm G. G.

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, John Oldis
 Certificate 5
 £ 2 : 7 : —

Committee Minute 19 July 1835

Character assigned A 1 for 12 years

