

No. 115 Survey held at Littlehampton Date 5th March 1839
 on the Brig Baron of Breamber Master John Saunders
 Tonnage 189 ²⁷⁵⁹ ₃₅₀₀ Built at Littlehampton When built March 1839
 By whom built Mr. Stephen Oliver Owners Mr. Stephen Oliver
 Port belonging to Swindel Destined Voyage Not Known
 If Surveyed Afloat or in Dry Dock On the Slip Three times while Building

Length aloft	Feet. <u>82</u> Inches. <u>9/10</u>	Extreme Breadth	Feet. <u>20</u> Inches. <u>4/10</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>2/10</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each	Inches. <u>2 1/4</u>	Inches. Middle <u>13</u> Inches. Ends <u>10</u>	Outside.	Inside.
Floors	sided	<u>11</u>	Moulded	Keel to Bilge	Foot Waling
1 st Foothooks	"	<u>10</u>	"	3 Bilge Planks	2 Bilge Planks
2 nd Ditto	"	<u>9</u>	"	Bilge to Wales	Ceiling in Flat
3 rd Ditto	"	<u>8</u>	"	Wales	Ditto Bilge to Clamp
Top Timbers	"	<u>8</u>	"	Topsides	Hold Beam Clamps
Deck Beams	N ^o . of <u>19</u>	<u>12</u>	"	Sheer Strakes	Deck Beam Ditto
Hold Beams	N ^o . of <u>6</u>	<u>12</u>	"	Plank Sheers	Ceiling 'twixt Decks
Keel	"	<u>12</u>	"	Water-Ways	Hold Beam Shelves
Kelsons	"	<u>13</u>	"	Upper Deck	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1 1/2</u>	Bolts thro' the Bilge and Foot Waling	Inches. <u>3/4</u>	Hold Beam	Inches. <u>1</u>
Scarphs of Keel	N ^o . <u>7</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts	<u>1 1/2</u>	Lower Pintle of the Rudder	<u>2 3/4</u>	} same in Iron above the Copper.	
Kelson ditto	<u>1 1/2</u>				
Transoms and throats of Hooks	<u>1 1/2</u>				
Arms of Hooks	<u>1</u>				

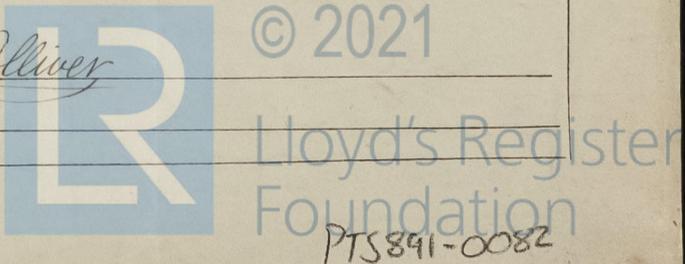
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3 feet 9 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. Yes N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of Stone. The Scarphs of the Kelsons are not less than Six feet Six inches. The Deck and Hold Beams are composed of English Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Oak & American Elm. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of English Oak. The Decks of Red Pine State of . The Shifts of the Planking are not less than 5 Feet Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought Three between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of English Oak Between Decks of English Oak. Shelf Pieces of Clamps of English Oak.

Fastenings.—To Hold Beams the Fore Mast and Aft Mast Double Iron Lodging Knives. Fore Mast and Aft Mast Single Wood Lodging. Deck Beams Double Wood Lodging Knives. Number of Breasthooks Four Pointers Two Crutches One. Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched. Yes. Bilge and Footwaling Iron bolted through and clenched. Yes. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name Stephen D. Oliver
 Surveyor's Name W. C. Ashcroft



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails, <u>New</u>	190	Chain	1 1/2	2
2	Fore Top Sails, "	80	"	1 3/16	1
2	Fore Topmast Stay Sails, "	90	Hempen Stream Cable	9	1
1	Main Sails, <u>New</u>	90	Hawser	4 1/2	1
1	Main Top Sails, <u>New</u>	90	Towlines	6	
	and <u>will supplied with other sails</u>		Warp	4	
			All of <u>New</u> quality.		

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

She has one New Long Boat and one New Jolly Boat

The present state of the Windlass is New Capstan Double wind and Rudder Good

General Remarks—Statement and Date of Repairs.

The Dry is Iron Fastened throughout. The Planking outside and inside is well Hooped, free from sap, well seasoned and properly fastened. She has one Hook above the Deck, one Deck Hook, and two Breasthooks in the Hold, which are with the Wing ~~to~~ Transom knees, Knees to Transom over the Decks of Stern Timbers. Beam knees, Brutch and Pointers, of good Longitude and well fastened. And having surveyed the Dry three times while Building agreeably to instructions, I am of Opinion that she is a faithful built Vessel, and in a fit and proper condition to take Dry and possible cargo to and from all parts of the World.

If Sheathed, Doubled, Felted, or Coppered None When last done _____

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

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, J. W. C. G. S. G. S.
 Special£ : :

Committee's Minute 17 March 1834

Character assigned A 1 for 12 years

