

No. 293 Survey held at Portsmouth Date 14 Sep 1844on the Smack Union Master George BundyTonnage 53438 Built at Aberdeen When built 1826By whom built Not Known Owners George Bundy & CoPort belonging to Portsmouth Destined Voyage LondonIf Surveyed Afloat or in Dry Dock On the Ship three times while RepairingLast Survey Yarmouth 1836 Classed A Ship omitted

Length aloft	Feet. 57 Inches. 4 10	Extreme Breadth	Feet. 16 Inches. 6 10	Depth of Hold	Feet. 10 Inches. "	
Scantlings of Timber.			Thickness of Plank.			
Plank and Space	each 20		Outside.	Inches.	Inside.	
Floors	sided 9	Moulded 10	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1st Foothooks	" 9	" 2	2 Bilge Planks	3	3 Bilge Planks	3
2nd Ditto	" 8	" 6	Bilge to Wales	2 1/2	Ceiling in Flat	2
3rd Ditto	" 7 1/2	" 4 1/2	2 Wales	3 1/2	Ditto Bilge to Clamp	2
Top Timbers	" 7 1/2	" 4 1/2	Topsides	2	Hold Beam Clamps	"
Deck BeamsN°. of 14	" 9	" 8 1/2	Sheer Strakes	3	Deck Beam Ditto	3
Hold BeamsN°. of -	" "	" "	Plank Sheers	3	Ceiling 'twixt Decks	"
Keel	" 12	" 12	Water-Ways	4	Hold Beam Shelves	"
Kelsons	" 12	" 14	Upper Deck	2 1/2	Deck Beam Ditto	3 1/2 X 10

Size of Bolts in Fastenings.		Iron:	
Copper.	Inches.	Copper.	Inches.
Heel-Knee, and Dead Wood abaft	3 1/2	Bolts thro' the Bilge and Foot Waling	Iron
Scarphs of Keel	6	Butt End Bolts	Copper
Floor Timber Bolts	Iron	Lower Pintle of the Rudder	Iron
Kelson ditto	"		
Transoms and throats of Hooks	"		
Arms of Hooks	3 1/2		
			same in Iron above the Copper

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 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite 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 1/2 bins N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good where seen

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

The alternate Frames are where seen bolted together. Yes N. B. If not, state how bolted.

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

The Frame is ✓ chocked with ✓ 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 0 feet 0 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 Elm & Oak

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 Good

The Shifts of the Planking are not less than four Feet Six 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 generally true between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak Five Shifts of Red Pine Between Decks of —

Shelf Pieces of English Oak Clamps of English Oak

Fastenings.—To Hold Beams ✓

Deck Beams Secured with double wood Lodging knees & shelf

Number of Breasthooks Three Pointers None Crutches None

Butts End Bolts are of Copper in the Bottom, and ✓ Bolt in each Butt End through and clenched. Not

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

Surveyor's Name

John Oakshott

Her Masts, Yards, &c. are in good 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>1/3 worn</u>	100	Chain	<u>5/8</u>	2	Bower,
4	Fore Top Sails, <u>good</u>	60	Hempen Stream Cable	<u>5/8</u>	1	Stream,
	Fore Topmast Stay Sails,	60	Hawser	<u>7</u>	1	Kedge,
1	Main Sails, <u>1/3 worn</u>	70	Towlines	<u>4 1/2</u>		
1	Main Top Sails, <u>good</u>	60	Warp	<u>3</u>		
	and <u>well supplied with other sails</u>		All of <u>good</u> quality.			

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

She has 14 foot Long Boat and ✓

The present state of the Windlass is good Capstan None and Rudder good

General Remarks—Statement and Date of Repairs.

Lengthened & repaired by Mr Austin in Aug^r 1844

Lengthened by the Bow four feet aloft and seven feet below; the New Timbers of English Oak, New Fore Shifts outside of English Oak, Fore Shifts inside of Red Pine, the Timbers where the Plank was taken off and inner surface of the outside Planking where seen is in good condition, New Comings and caulked throughout.

From Bills produced this vessel cost for Repairs in 1839 One hundred and thirty-five Pounds, when she was dabb'd down, all defective Greenails got out and replaced; also part New Middle line fastenings

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

I am of opinion this Vessel should be Classed * AE 1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, John Oakshott
Special£ : :

Committee's Minute 17th Sept^r 1844

Character assigned AE 1 Activity
very active
Repairs