

Rec'd Oct 21

No. 297 Survey held at Portsmouth Date 17 October 1844
 on the Gaol Ad der Master Charles Gilbert
 Tonnage 45 406 Built at Howes Isle of Wight When built 1824
 By whom built Not known Owners McH^r Abbin
 Port belonging to Portsmouth Destined Voyage S^t Michael
 If Surveyed Afloat or in Dry Dock On the Slip

Length aloft	Feet. 65	Inches. "	Extreme Breadth	Feet. 16	Inches. 2/10	Depth of Hold	Feet. 8	Inches. 2/10
Scantlings of Timber.				Thickness of Plank.				
Timber and Space	Inches. 23		Inches Middle	Inches Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided 9	Moulded	10	8	Keel to Bilge	2 1/2	Foot Waling	2
1 st Foothooks	" 8 1/2	"	7	2	Bilge Planks	3 1/2	Bilge Planks	3
2 nd Ditto	" 8	"	6		Bilge to Wales	2 1/2	Ceiling in Flat	2
3 rd Ditto	" 6	"	4 1/2		Wales	diminishes up to shearstrake and down to bottom 3	Ditto Bilge to Clamp	3 1/2
Top Timbers	" 6	"			Topsides		Hold Beam Clamps	
Deck Beams N ^o . of 19	" 9	"	7		Sheer Strakes	2 1/2	Deck Beam Ditto	3
Hold Beams N ^o . of	" 9	"			Plank Sheers	2 1/2	Ceiling 'twixt Decks	
Keel	" 9 1/2	"	11		Water-Ways	flush	Hold Beam Shelves	
Kelsons	" 9 1/2	"	11		Upper Deck	2 1/2	Deck Beam Ditto	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	Bolts thro' the Bilge and Foot Waling	Inches. <u>5/8</u>	Hold Beam	Inches. <u>3/4</u>
Scarphs of Keel	<u>6</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>1</u>		<u>3/4</u>
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1/8</u>			same in Iron above the Copper	
Arms of Hooks	<u>1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 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 feet 6 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 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 all 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. generally square heads and heels.

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

The Scarphs of the Kelsons are not less than 7 feet — 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 American Rock Elm

From the first Foothook Heads to the Light Water Mark of American rock Elm and red pine

From the Light Water Mark to the Wales of American rock Elm and red pine

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 Flush

The Decks of Red Pine State of Most part new

The Shifts of the Planking are not less than 7 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 Red pine the Bilge Planks of American rock Elm

The Ceiling, Lower Hold, of American rock Elm and red pine Between Decks of Red pine

Shelf Pieces of None Clamps of English Oak & American Rock Elm

Fastenings.—To Hold Beams

Deck Beams Double wood lodging knees and two hanging iron knees on each side

Number of Breasthooks Three Pointers None Crutches None

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

Bilge and Footwaling Copper bolted through and clenched. Yes, a bolt in each timber in both strakes

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 C. Ash

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
	Fore Sails, <u>New</u>	80	Chain	2 1/2	2	Bower, 5-1-0
	Fore Top Sails, <u>New</u>	70	Hempen Stream Cable	1 1/2	1	Stream, 2-1-0
	Fore Topmast Stay Sails, <u>New</u>	70	Hawser	4	1	Kedge, 1-0-14
	Main Sails, <u>New</u>	70	Towlines	5 1/2		
	Main Top Sails, <u>New</u>	80	Warp	2 1/2		
	and <u>well supplied with other sails</u>		All of <u>good</u> quality.			

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

She has One New 15 foot Long Boat and 1

The present state of the Windlass is good Capstan Double Winch and Rudder good.

General Remarks—Statement and Date of Repairs.

Repaired by Mr. Robinson at Gosport on his Slip
in October 1844.

Lengthened in Midships eleven feet, the whole of the Planking outside and inside taken off and replaced with new, except the upper, Fore and after shifts of Clamps and short shifts of ceiling Forward and aft, which have been carefully examined and refastened, three New Midship Beams, eleven new lodging knees New keelson & Midship piece of keel, new Deck except Fore and after shifts which are with the old Sparre in excellent condition, the Bottom is fastened with Metal Dumps double and single, with a through Copper bolt clenched every 4 to 5 feet in the whole of the Planking from keel to Sheerstrake, the two Bilge-Strakes have a through bolt in every Timber also clenched; part New Stations Bulwarks &c and the Grawl caulked throughout.

This Vessel has been fully through the ordeal for restoration except the Fore and after shifts of Deck, which are as before stated in good sound condition.

Alfred A. Robinson
has requested he will let me
know why, &c. the rules, requiring
he did not address the owner
to apply for a special license
preventing the repairs
being undertaken.

If Sheathed, Doubled, Felted, or Coppered 22 & 24 lb Copper with Tar Paper under the same. When last done October 1844

I am of opinion this Vessel should be Classed 4 A1.

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

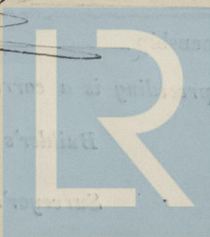
Special£ : :

Committee's Minute

22nd Oct 1844

Character assigned

Rest 4 A1 - 1844



© 2021

Lloyd's Register
Foundation

PT5891-0160