

300 Survey held at Southampton Date 13 September 1845

New Ship China Master Daniel Ferguson

532 Built at Northam near Southampton When built September 1845

by whom built Mr John Vaux Owners Messrs John Hamilton & Co

Port belonging to Greenock Destined Voyage London

If Surveyed Afloat or in Dry Dock On the Ship seven times while building

Length aloft		Feet. Inches.		Extreme Breadth		Feet. Inches.		Depth of Hold		Feet. Inches.	
21		9		27		3		21		3	
Scantlings of Timber.						Thickness of Plank.					
Timber and Space..... each						Outside.			Inside.		
Floors..... sided						Inches.			Inches.		
1st Foothooks.....						Keel to Bilge			Foot Waling		
2nd Ditto.....						Bilge Planks			Bilge Planks		
3rd Ditto.....						Bilge to Wales			Ceiling in Flat		
Top Timbers.....						Wales			Ditto Bilge to Clamp		
Deck Beams..... N ^o . of 23						Topsides			Hold Beam Clamps		
Hold Beams..... N ^o . of 20						Sheer Strakes			Deck Beam Ditto		
Keel.....						Plank Sheers			Ceiling 'twixt Decks		
Kelsons.....						Water-Ways			Hold Beam		
False Kelson.....						Upper Deck			Deck Beam Ditto		
Copper.						Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft						Bolts thro' the Bilge and Foot Waling			Hold Beam		
Scarp of Keel.....						Butt End Bolts			Deck Beam		
Floor Timber Bolts.....						Lower Pintle of the Rudder			same in Iron above the Copper		
Kelson ditto.....											
Transoms and throats of Hooks.....											
Arms of Hooks.....											

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 4 1/2 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 4 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 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 1/3 of the entire moulding at that place.

The Frame is all choiced with a Butt at each end of the choick. Yes

The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than eight feet 1 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 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 Yellow Pine State of New

The Shifts of the Planking are not less than five Feet 1 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

Shingles on Beam English Oak Clamps of English Oak

Fastenings.—To Hold Beams secured with 14 Shaple Iron Lodging and 13 Hanging Iron Nails, the 7 Foremast & after Beams double wood lodging kneed, with six Iron Standards on each side & a Shingler on Beams dowed & Bolted.

Deck Beams secured with 15 Iron Hanging Kneed and single wood lodging. 8 Foremast and after Beams double wood lodging kneed with Waterways and Strake neat the same dowed and bolted through all

Number of Breasthooks Nine Pointers four (five Iron 2 wood) Crutches Three Iron

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

General Quality of Workmanship. Good

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name John Vaux

Surveyor's Name John Baker Lott

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 .	Cut in #	
2	Fore Sails,	250	Chain	1 1/2	3	Bowyer	27 1 1/2
2	Fore Top Sails,	90	Hempen Stream Cable	9	1	Stream,	24 2 6
2	Fore Topmast Stay Sails,	85	Hawser	7 1/2	2	Kedge	9 0 20
2	Main Sails,	80	Towlines	6			3 0 0
2	Main Top Sails,	80	Warp	5			
and well supplied with other sails			All of <u>New</u> quality.				

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

She has One 24 feet Long Boat and One 22 feet Boat & One gig

The present state of the Windlass is New Capstan Two & double winch and Rudder New

General Remarks—Statement and Date of Repairs.

Launched Sept^r 2nd 1845

The Ship is Copper fastened to her Wales, the Planking outside and inside is free from sap well edged seasoned & properly fastened, she has three hooks above the Decks One Deck Hook and five breasthooks in the Hold which are with the Brutches Pinners Wood and Iron Knees, Transom Knees and Knees to Transom over the Heels of Stern Timbers of good length and properly bolted and having carefully inspected the Ship seven times while building I am of opinion that she is a faithful built Vessel and in a fit and proper condition to take dry and perishable cargoes to and from all parts of the World.

This Ship has a Poop 42 ft 6 in long, the Beams of which are secured with Iron Strops round Timbers, one Iron Hanging Knee and Five Iron Standards on each side.

The Forecastle Beams are secured to the side with double wood lodging Knees and Two Iron Hanging on each side

Openings of Frame and Transoms salted while on the Stocks.

A certificate of Classification is required for this Vessel.

If Sheathed, Doubled, Felted, or Coppered with Patent Felt from between 1st & 2nd heads upwards & Hard Paper to keel as usual When last done Sept^r 1845 the same

I am of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, John Oakshot

Sept^r Special£ : :

Committee's Minute 19th Sept^r 1845

Character assigned 12 A 1

Sept^r 15th

I surveyed this vessel while on the Stocks at Northam and I concur in the recommendation of Mr Oakshot

