

No. 2217 Survey held at Sunderland Date July 1842
 on the Barque Pearl Master Douglas
 Tonnage new 401 Built at Sunderland When built 1842
 By whom built Austin and Mills Owners W. Collinson
 Port belonging to London Destined Voyage Maritime
 If Surveyed Afloat or in Dry Dock During the Building

Length aloft	101 $\frac{7}{8}$	Feet. 108	Inches. 0	Extreme Breadth	27	Feet. 4	Inches.	Depth of Hold	18	Feet. 6	Inches.	
Scantlings of Timber.				Thickness of Plank.								
Timber and Space	each	13 $\frac{1}{2}$	Inches.	Moulded	13	10 $\frac{1}{2}$	Inches. Middle Ends	Outside.		Inches.	Inside.	Inches.
Floors	sided	12 $\frac{1}{2}$						Keel to Bilge	3		Foot Waling	3 $\frac{1}{2}$
1 st Foothooks	"	10 $\frac{1}{2}$		"	9 $\frac{1}{2}$			Bilge Planks	4 $\frac{1}{2}$	4	Bilge Planks	4
2 nd Ditto	"	10		"	8 $\frac{1}{2}$			Bilge to Wales	3 $\frac{1}{2}$	3 $\frac{1}{2}$	Ceiling in Flat	2 $\frac{1}{2}$
3 rd Ditto	"	9		"	7 $\frac{1}{2}$			Wales	5		Ditto Bilge to Clamp	3 $\frac{1}{2}$
Top Timbers	"	8		"	5			Topsides	2 $\frac{1}{4}$		Hold Beam Clamps	4
Deck Beams	N ^o . of 16	9 $\frac{1}{2}$		"	9 $\frac{1}{2}$	6		Sheer Strakes	3 $\frac{1}{2}$		Deck Beam Ditto	3
Hold Beams	N ^o . of 16	11		"	11	9		Plank Sheers	3		Ceiling 'twixt Decks	2 $\frac{1}{2}$
Keel	"	11 $\frac{1}{2}$		"	10			Water-Ways	6		Hold Beam Shelves	"
Kelsons	"	13 $\frac{1}{2}$		"	15 $\frac{1}{2}$			Upper Deck	3		Deck Beam Ditto	"
Copper.				Size of Bolts in Fastenings.								
Heel-Knee, and Dead Wood abaft	1 $\frac{1}{8}$		Inches.	Copper.				Iron.				Inches.
Scarphs of Keel	N ^o . 8	3 $\frac{1}{4}$		Bolts thro' the Bilge and Foot Waling				3 $\frac{1}{4}$	Hold Beam		7 $\frac{1}{8}$	
Floor Timber Bolts	1			Butt End Bolts				3 $\frac{1}{4}$	Deck Beam		7 $\frac{1}{8}$	
Kelson ditto	1 $\frac{1}{8}$			Lower Pintle of the Rudder				3 $\frac{1}{4}$				
Transoms and throats of Hooks	1 $\frac{1}{8}$											
Arms of Hooks	7 $\frac{1}{8}$								same in Iron above the Copper			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 4 to 5 Inches. The Stem, Stern Post, are composed of English Oak—the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak—and are apply 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 3/10 : 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficient—

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

The alternate Frames are all bolted together. to Wales N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/5 : 1/4 of the entire moulding at that place.

The Frame is Cross chocked with a Butt at each end of the chock.

The Main Kelson is composed of French Oak—and the False Kelson of Amer^{en} Oak 8 in

The Scarphs of the Kelsons are not less than 7 feet 6 inches. dovell'd.

The Deck and Hold Beams are composed of African and English Oak—

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{en} Elm—

From the first Foothook Heads to the Light Water Mark of Amer^{en} & French Oak—

From the Light Water Mark to the Wales of French Oak in midships : Ends English Oak—

The Wales and Black-strakes are of English & African Oak The Topsides of Pitch Pine—

The Sheer-strakes and Plank-sheers of English Oak—The Water-ways of Pitch Pine—

The Decks of Yellow Pine—State of

The Shifts of the Planking are not less than 5 Feet 0 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 Amer^{en} Oak—the Bilge Planks of Amer^{en} Oak—

The Ceiling, Lower Hold, of Amer^{en} & Stettin Oak Between Decks of Mahogany and Eng. Oak at ends of Ship

Shelf Pieces of Amer^{en} Oak—Clamps of Amer^{en} & Stettin Oak—

Fastenings.—To Hold Beams Iron Leger Nails, Stinger on top, also 9 hang^g Nails, & 4 deck Stand^g each side.

Deck Beams One Wood Knee, and Iron Lug hanging Nails—

Number of Breasthooks Five—Pointers one—Crutches one—Hook aft, also one Wood & 2 Iron 3

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Very good throughout

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

Builder's Name John Boulton
 Surveyor's Name John Boulton

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 .	
2	Fore Sails,	240	Chain	1 1/2	3	Bower, 17. 17. 17
2	Fore Top Sails,	70	Hempen Stream Cable	9	1	Stream, 5 ^c
2	Fore Topmast Stay Sails,	70	Hawser	7 1/2	1	Kedge, 13 1/4
1	Main Sails,	120	Towlines	6		
2	Main Top Sails,	120	Warp	4 1/2		
and <u>well found in the hold</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging complete sufficient in size and very good in quality.

She has one Long Boat and two other Boats

The present state of the Windlass is stiff Capstan much and Rudder stiff

with broken pulley

General Remarks—Statement and Date of Repairs.

The Scantling and quality of frame is good and sufficient and generally well secured. The Stepping - Shifting and General work is good throughout. Beams. Knee Blocks are very good and well secured.

The quality of plank both outside and inside appears all sound and good very well secured and shifted and free from sap, transverse of the beam. Upper and Lower deck Beams. Knee. Blocks are all very well and securely fastened

(On record building in February 1841 launched June 1842 and surveyed as follows 5. 19. 25. 2. 14

This vessel stood forward about 6 m2 on the stocks - i. e. from good shape

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 A.

The Amount of the Fee.....£ 4 : 0 : - is received by me,

Special£ : :

Committee's Minute 10th July 1842

Character assigned A 1 for 10 days



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