

No. 2263 Survey held at Sunderland Date November 1842 2263

on the Bugantine "Princess" Master \_\_\_\_\_

Tonnage <sup>No 138</sup> 132 Built at Sunderland When built 1842

By whom built Robert Reay Owners Wm Briggs

Port belonging to Sunderland Destined Voyage \_\_\_\_\_

If Surveyed Afloat or in Dry Dock During the Building

Length aloft	67 <sup>7</sup> / <sub>8</sub> Feet. 73 <sup>0</sup> / <sub>8</sub> Inches.	Extreme Breadth	21 Feet. 0 Inches.	Depth of Hold	13 Feet. 0 Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each 9 <sup>1</sup> / <sub>2</sub> Inches.	Moulded	9 <sup>1</sup> / <sub>2</sub> Inches. Middle 7 <sup>1</sup> / <sub>2</sub> Inches. Ends	<b>Outside.</b>	<b>Inside.</b>
Floors	sided 8-9			Keel to Bilge 2 <sup>1</sup> / <sub>2</sub>	Foot Waling 2 <sup>1</sup> / <sub>2</sub>
1 <sup>st</sup> Foothooks	" 7	" 7		Bilge Planks 3	Bilge Planks 3
2 <sup>nd</sup> Ditto	" 6 <sup>1</sup> / <sub>2</sub> 9	" 6 <sup>1</sup> / <sub>2</sub>		Bilge to Wales 2 <sup>1</sup> / <sub>2</sub>	Ceiling in Flat 2
3 <sup>rd</sup> Ditto	" 6 <sup>1</sup> / <sub>2</sub> 8	" 6		Wales 4	Ditto Bilge to Clamp 2
Top Timbers	" 6-7	" 4 <sup>1</sup> / <sub>2</sub>		Topsides 2 <sup>1</sup> / <sub>2</sub>	Hold Beam Clamps 3 <sup>1</sup> / <sub>2</sub>
Deck Beams N <sup>o</sup> . of 18	" 7 <sup>1</sup> / <sub>2</sub>	" 7 <sup>1</sup> / <sub>2</sub> 4 <sup>1</sup> / <sub>2</sub>		Sheer Strakes 2 <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto 2 <sup>1</sup> / <sub>2</sub>
Hold Beams N <sup>o</sup> . of 7	" 9	" 8 7		Plank Sheers 2 <sup>1</sup> / <sub>2</sub>	Ceiling 'twixt Decks 1 <sup>1</sup> / <sub>2</sub>
Keel (Am. & Elm)	" 10	" 7 <sup>1</sup> / <sub>2</sub>		Water-Ways 3 <sup>1</sup> / <sub>2</sub>	Hold Beam Shelves "
Kelsons	" 10	" 10		Upper Deck 2 <sup>1</sup> / <sub>2</sub>	Deck Beam Ditto "
<b>Copper.</b>			<b>Size of Bolts in Fastenings.</b>		
Heel-Knee, and Dead Wood abaft	1 <sup>1</sup> / <sub>8</sub> Inches.			<b>Copper.</b>	<b>Iron.</b>
Scarp of Keel N <sup>o</sup> . 8	3 <sup>1</sup> / <sub>8</sub>	Bolts thro' the Bilge and Foot Waling	5 <sup>1</sup> / <sub>8</sub>	Hold Beam	3 <sup>1</sup> / <sub>4</sub>
Floor Timber Bolts	7 <sup>1</sup> / <sub>8</sub>	Butt End Bolts	5 <sup>1</sup> / <sub>8</sub>	Deck Beam	3 <sup>1</sup> / <sub>8</sub> - 5 <sup>1</sup> / <sub>8</sub>
Kelson ditto	1	Lower Pintle of the Rudder	2 <sup>1</sup> / <sub>2</sub>	same in Iron above the Copper	
Transoms and throats of Hooks	3 <sup>1</sup> / <sub>4</sub> - 3 <sup>1</sup> / <sub>4</sub>				
Arms of Hooks	7 <sup>1</sup> / <sub>8</sub> - 3 <sup>1</sup> / <sub>8</sub>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16-3 Inches. The Space between the Top-timbers is 3-4-3 Inches. The Stem, Stern Post, are composed of English Oak. The Transoms, Aprons, Knight Heads, <sup>(Aprons etc)</sup> 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 feet to 3 <sup>1</sup>/<sub>4</sub> N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are fair.

The Frame is badly squared from the first Foothook Heads upwards, and apply up to free from sap, and from thence downwards, the frame is indifferently squared.

The alternate Frames are not bolted together. Every 7<sup>th</sup>. N. B. If not, state how bolted. to 2 lbs. The Butts of the Timbers are not close together; their thickness not less than 1/4 - 1/4 of the entire moulding at that place.

The Frame is not chocked with no Butt at each end of the chock. The Main Kelson is composed of Amer. Oak and the False Kelson of Amer. Oak.

The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of English and Stettin Oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Amer. Elm. From the first Foothook Heads to the Light Water Mark of Amer. Elm.

From the Light Water Mark to the Wales of P. Pine and Eng. Oak. The Wales and Black-strakes are of P. Pine & English Oak. The Topsides of Pitchpine. The Sheer-strakes and Plank-sheers of English & Stettin Oak. The Water-ways of Pitchpine.

The Decks of Yellow 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 2 and 3 mostly three between

**Planking Inside.**—The Limber-strakes are composed of Stettin Oak. the Bilge Planks of Amer. Oak. The Ceiling, Lower Hold, of English Oak. Between Decks of Eng oak spiketty Stettin Oak.

Shelf Pieces of \_\_\_\_\_ Clamps of P. Pine and Stettin Oak. **Fastenings.**—To Hold Beams Iron Bands round one timber, and 5 pair Iron hanging knees.

Deck Beams One Wood Loozing knee, and one Iron Lug hang<sup>g</sup> knee. Ends 2. 11. Lodge<sup>g</sup> knees. Number of Breasthooks Four. Pointers one pair. One Iron Crutches also 1 <sup>1</sup>/<sub>2</sub> + 1 Iron Transoms each side.

Butts End Bolts are of Gal Metal Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship Fair. We certify that the preceding is a correct description of the above-named Vessel,

Builder's Name \_\_\_\_\_  
Surveyor's Name Thos. S. Simey



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1	3	Bower, 8 <sup>c</sup> 7 <sup>1</sup> / <sub>2</sub> 7 <sup>c</sup>
1	Fore Top Sails,	70	Hempen Stream Cable .....	7	1	Stream, 3 <sup>c</sup>
2	Fore Topmast Stay Sails,	60	Hawser .....	1 1/4	1	Kedge, 1 <sup>c</sup>
1	Main Sails,	75	Towlines .....	4 1/2		
2	Main Top Sails,	75	Warp .....	4		
and sufficient other sails.			All of <u>good</u> quality.			

Her Standing and Running Rigging is of Hemp, sufficient in size and good in quality.

She has One Long Boat and Skiff.

The present state of the Windlass is Suff. Capstan Rich Suff. and Rudder and Breeches Suff.

**General Remarks—Statement and Date of Repairs.**

Frame is of English Oak, generally of good quality, part is rather light scantling, indifferently squared, and Sappy in places, fairly wrought, Stepped, and Shifted. Chocks generally good and well seated. Part of Transoms and Counter Timbers wavy & Sappy. Apron to Stern light & Sappy Edges.

Beams are good in quality and scantling, gently fairly squared, a few upper deck Beams rather Sappy. Timbers are of English Oak, generally of good growth and quality.

Planking is sound and good, a few Pitchpine planks on side not Timbers, little Sappy in the Edges, all fairly wrought, and Shifted. Spencils are chiefly of English Oak - Ceiling plank is good & well seasoned.

Beams, Trices, Hooks, &c are apparently well Bolted and Secured.

Commenced Building in May 1841. Launched in March 1842.

Surveyed on the 7<sup>th</sup> 28<sup>th</sup> 6<sup>th</sup> 21<sup>st</sup> 18<sup>th</sup>  
7 7 9 9 10

The frame of this vessel is inferior for 7 years all the other material and workmanship fully up to that class -

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed Y A B

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

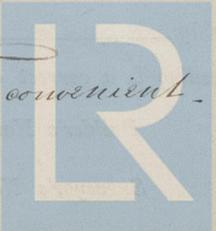
Thos. B. Simey

Special .....£ : :

Committee's Minute 11<sup>th</sup> November 1842

Character assigned Y A B

A certificate of the classification is required as early as convenient.



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