Rec 28/11/46 3080

No. 3080 Survey held at Sunderland Date November 1846

In the Bk "Amarant" Master Walker

Tonnage 331 Old / 370 New Built at Sunderland When built 1846

By whom built Geo. & B. Iffin Owners B. Walker

Port belonging to Sarbro' Destined Voyage London

Surveyed Afloat or in Dry Dock during the Building

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length aloft	102	-	Extreme Breadth	27	1	Depth of Hold	18	2

Scantlings of Timber.

		Inches.		Inches. Middle	Inches. Ends
Timber and Space	each	12½			
Floors	sided	12.12½	Moulded	12½	10
1st Foothooks	"	9.10	"	9½	
2nd Ditto	"	9.10	"	9	
3rd Ditto	"	8.9	"	7½	
Top Timbers	"	8	"	4¼	
Deck Beams No. 21 Average Space 3½ to 4½	"	9	"	9½	5½
Hold Beams No. 13 Average Space 4 to 8 ft	"	11½	"	11½	8½
Keel	"	11.12	"	9	
Kelsons	"	12	"	27	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	3	Foot Waling	3½
Bilge Planks	4¼	Bilge Planks	4
Bilge to Wales	3¼.3	Ceiling in Flat	2½
Wales	5	Ditto Bilge to Clamp	2¾ & 2½ Sun
Topsides	2¾	Hold Beam Clamps	4½
Sheer Strakes	3½	Deck Beam Ditto	3¼
Plank Sheers	3¼	Ceiling 'twixt Decks	2½ to 2
Water-Ways	4½	Hold Beam Shelfs	"
Upper Deck	3	Deck Beam Ditto	"

Size of Bolts in Fastenings, distinguishing whether Copper or ~~Iron~~, Yellow Metal

Copper or ~~Iron~~, Yellow Metal	Inches.		Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1⅛				
Scarphs of Keel No. 8	¾	Bolts thro' the Bilge and ~~Foot Waling~~	¾	Hold Beam	1⅞
Floor Timber Bolts	1	Butt End Bolts	⅝ ¾	Deck Beam	⅞ ¾
Kelson ditto	1⅛	Lower Pintle of the Rudder	¾		
Transoms and throats of Hooks	1⅞				
Arms of Hooks	⅞ ¾				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 Inches. The Space between the Top-timbers is 45 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are fully free from all defects.

The Floors and first Foothooks are composed of Stettin and 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 ft *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 fairly squared from the first Foothook Heads upwards, and reasonably free from sap, and from thence downwards, the frame is generally well squared

The alternate Frames are not bolted together. Every 4th *N. B. If not, state how bolted.*

The Butts of the Timbers are fully close together; their thickness not less than 1 to ¼ of the entire moulding at that place.

The Frame is fresh 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 7 feet - inches.

The Deck and Hold Beams are composed of English and Stettin Oak (mostly the latter)

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 Dang. Oak

The Wales and Black-strakes are of Dang. Oak The Topsides of Dang. Oak

The Sheer-strakes and Plank-sheers of Dang. Oak The Water-ways of Dang. Oak

The Decks of Yellow pine State of Good

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; fully 3 Strakes between

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

The Ceiling, Lower Hold, of Stettin Oak Between Decks of Dang. and Eng Oak

Shelf Pieces of Clamps of Stettin Oak

Fastenings.—To Hold Beams 2 Iron Binders round one Timber; 6 Iron hanging Knees and 3 Staple Standards each side

Deck Beams One Wood Lodging Knee and an Iron Leg hanging Knee

Number of Breasthooks Five Pointers One pair One Crutches and 2 Transom Knees each side

Butts End Bolts are of Yellow Metal 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 Sound and Good

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

Builder's Signature Geo. & Benj. Iffin *Surveyor's Signature* John Brown

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
No.		Fathoms.		Inches.	No.	
2	Fore Sails,	200	Chain	1 5/16	3	Bower, c. q. lb. 14. 3. 19; c. q. lb. 14. 1. 24; c. q. lb. 14. 3. 9
1	Fore Top Sails,	75	Hempen Stream Cable	8 3/4	1	Stream, 4. 2. 0
2	Fore Topmast Stay Sails,	60	Hawser	7/8	1	Kedge, 1. 3. 0
1	Main Sails,	80	Towlines	6		
2	Main Top Sails,	80	Warp	5		
and	well found		All of Good quality.			

Her Standing and Running Rigging Hemp sufficient in size and Good in quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is Secure Capstan Winch and Rudder Secure

both purchase

General Remarks—Statement and Date of Repairs.

Was Surveyed during the Building. Notes taken at the following dates

16/6. 30/6. 31/7. 25/8. 30/9.

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

I am of opinion this Vessel should be Classed 8 A.1.

John Bucanton

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 1st Dec 1846

Character assigned A 1 for 8 Years

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