

No. 3683 Survey held at Sunderland Date 24/9/48 1848
 on the Bk West Master J. C. Bauer
 Tonnage 366 Built at Sunderland When built 1848
 By whom built W. Hilton Owners Thomas West
 Port belonging to London Destined Voyage Batavia
 If Surveyed Afloat or in Dry Dock Building

Length aloft	107	6	Extreme Breadth	27	6	Depth of Hold	18	6
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Room and Space	Scantlings of Timber.			Thickness of Plank.	
	inches.	Moulded	inches.	Outside.	Inside.
Floors	11	11	10	Keel to Bilge	3
1 st Foothooks	9.10	9		Bilge Planks	4
2 nd Ditto	9	8.5		Bilge to Wales	4.5
3 rd Ditto	8.9	7.4		Wales	4.5
Top Timbers	8	5.4		Topsides	2.5
Deck Beams N ^o 26	9	9	5.4	Sheer Strakes	3.5
Hold Beams N ^o 16	11.5	11.5	8.5	Plank Sheers	3.5
Keel	11	10		Water-Ways	6.5
Kelsons	12.5	13		Upper Deck	3.5

Copper or Iron	inches.	Size of Bolts in Fastenings, distinguishing whether		Iron	inches.
		Copper or Iron	Iron		
Heel-Knee, and Dead Wood abaft	1.5				
Scarphs of Keel N ^o 8	3/4	Bolts thro' the Bilge and Limber Strakes	1.8	Hold Beam	1.7
Floor Timber Bolts	1.5	Butt End Bolts	3/4	Deck Beam	1.8
Kelson ditto	1.5	Lower Pintle of the Rudder	3/4		
Transoms and throats of Hooks	1.5				
Arms of Hooks	1.7				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2.4 Inches. The Space between the Top-timbers is 4.5.6 Inches. The Stem, Stern Post, are composed of Up Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Up Oak and are upply free from all defects. The Floors and first Foothooks are composed of Up Oak Timber. The other Foothooks and Top Timbers of Up Oak, a few Timbers of P. Oak The Shifts of the first and second Foothooks are not less than 1.7 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 very free from sap, and from thence downwards, the frame is well squared & straight The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is up chocked with a Butt at each end of the chock. The Main Kelson is composed of Mahogany and the False Kelson of Up Oak 8 The Scarphs of the Kelsons are not less than 6 feet — inches. The Deck and Hold Beams are composed of Mahogany and Up Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am. Rock Elm From the first Foothook Heads to the Light Water Mark of Up Oak and Mahogany From the Light Water Mark to the Wales of Mahogany & Up Oak The Wales and Black-strakes are of Up Oak & Up Oak The Topsides of Mahogany The Sheer-strakes and Plank-sheers of Up Oak & P. Oak The Water-ways of Mahogany The Decks of Yellow pine State of good The Shifts of the Planking are not less than 3 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Mahogany the Bilge Planks of Up Oak The Ceiling, Lower Hold, of Mahogany & Up Oak Between Decks of Up Oak and Mahogany Shelf Pieces of — Clamps of Mahogany

Fastenings.—To Hold Beams Iron Lodging Nails; 8 Iron Lodging Nails and 7 Staple Deck Beams Iron Lodging Nails, and 10 Iron Lodging Nails each side, also the Number of Breasthooks Six Pointers upply the Crutches 2 Iron Lodging Nails Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 10 bolted through and clenched. Treenails of Up Oak (Kajon turn) General Quality of Workmanship Very good & straight

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature _____



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 5/16	3
1	Fore Top Sails,	75	Hempen Stream Cable	8 1/2	1
2	Fore Topmast Stay Sails,	70	Hawser	1 3/16	1
1	Main Sails,	80	Towlines	5 3/4	
2	Main Top Sails,	2	Warp <u>100 lbs.</u>	4 1/2 3/4	
and <u>Issued Ballie outfit</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging Keeps sufficient in size and good in quality.

She has One Long Boat and two other Boats

The present state of the Windlass is Sound Capstan Wind and Rudder Sound
with purchase

General Remarks—Statement and Date of Repairs.

Was regularly and specially surveyed during the Building according to Rules and in every way eligible for the Class recommended. Decks Copper fastened also all other Boats ~~from the Gun~~ above the floor beam are of Yellow Metal to the exclusion of Iron Boats.

If Sheathed, Doubled, Felted, or Coppered C. Yellow Metal When last done Aug^r 1848
Bills produced 2.12.50

I am of opinion this Vessel should be Classed 13 A.1

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

Special£ 15 : 15 :

Certificate (if required)£ : 10 :

Committee's Minute 22nd Sept 1848

Character assigned 13 A.1

Certificate

John Brunton

A Certificate of Class required

W.T.