

No. 157 Survey held at StocktonDate 9 November 1840on the Ship ArabMaster James WoodTonnage 414 3/4 Built at StocktonWhen built 1840By whom built J. P. Irving & CoOwners John IrvingPort belonging to BristolDestined Voyage LondonIf Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 110	Inches. 10 3/4	Extreme Breadth	Feet. 28	Inches. 10 1/2	Depth of Hold	Feet. 19	Inches. 0
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	12 1/2	Outside.			Inside.		
Floors	sided	11 1/2	Keel to Bilge	3		Foot Waling	4	
1 st Foothooks	"	10 1/11	Bilge Planks	4		Bilge Planks	4	
2 nd Ditto	"	9 1/2	Bilge to Wales	3 1/2		Ceiling in Flat	3	
3 rd Ditto	"	8 1/2	Wales	5		Ditto Bilge to Clamp	3	
Top Timbers	"	8	Topsides	3		Hold Beam Clamps	5	
Deck Beams	N ^o . of 18	10	Sheer Strakes	4		Deck Beam Ditto	3	
Hold Beams	N ^o . of 15	12	Plank Sheers	3 1/2		Ceiling 'twixt Decks	2 1/2	
Keel	"	12	Water-Ways	4 1/8		Hold Beam Shelves	5 1/2	
Kelsons	"	14	Upper Deck	3		Deck Beam Ditto	"	
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	13 1/4		Copper.			Iron.		
Scarphs of Keel	N ^o . 8	3 1/4	Bolts thro' the Bilge and Foot Waling	1 3/8		Hold Beam	1 1/4	
Floor Timber Bolts	1		Butt End Bolts	3/4		Deck Beam	3 1/4	
Kelson ditto	1 1/2		Lower Pintle of the Rudder	3 1/4		same in Iron above the Copper		
Transoms and throats of Hooks	1							
Arms of Hooks	1							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1.2 1/2 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 free from all defects.

The Floors and first Foothooks are composed of American and Hamburg Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 4 1/2 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 well squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is well squared

The alternate Frames are very 4 bolted together. to 2 Heads N. B. If not, state how bolted.

The Butts of the Timbers are very close together; their thickness not less than 2 1/2 to 4 1/2 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 American Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than 9 feet 0 inches.

The Deck and Hold Beams are composed of Scotian and Minel Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

From the first Foothook Heads to the Light Water Mark of Red Pine and American Elm

From the Light Water Mark to the Wales of American Oak Pitch

The Wales and Black-strakes are of American Oak The Topsides of Red Pine

The Sheer-strakes and Plank-sheers of American Oak The Water-ways of Minel 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 3 & 2 between mainly 3

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

The Ceiling, Lower Hold, of Red Pine Between Decks of Pitch Pine

Shelf Pieces of American Oak Clamps of American Oak

Fastenings.—To Hold Beams Iron lodging knees 7 Pair from hanging knees & one pair on the top & shelf. Above Deck Beams one wood lodging knee 12 Pair from lug & hanging knees. not Beams double wood tenon

Number of Breasthooks Five & Stimmon Pointers One Pair Crutches One

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

Bilge and Footwaling 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 George Irving & Co

Surveyor's Name Ralph Hudson

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .	cwt	cwt
2	Fore Sails,	240	Chain	1 7/16	3	Bower, 18	19
1	Fore Top Sails,	80	Hempen Stream Cable	8	1	Stream, 6 1/2	20
2	Fore Topmast Stay Sails,	90	Hawser	6	1	Kedge, 2	
1	<i>Mizen</i> Main Sails,	90	Towlines	5			
1	<i>Mizen Stayrail</i>		Warp	4			
2	Main Top Sails,	90	All of <i>Good</i> quality,				
1	<i>Mizen Top Sail</i>						
	and <i>other</i> sufficient						

Her Standing and Running Rigging *Simple* sufficient in size and *Good* in quality.

She has *One* Long Boat and *Leiffer and Stern Boat*

The present state of the Windlass is *Good* Capstan *Wank* and Rudder *Brace* *Good*
fit with Patent Purchase

General Remarks—Statement and Date of Repairs.

Timber close spaced of fair scantling and fairly squared
stepping and Shifting sufficient for the Claps recommended
Beams Good scantling & Knees a good length on the Arms
Iron knees on the Beams well made and well fastened
Hanging Knees a good length both arms well fastened

Quality of Planking Good, fairly wrought and
shifted. Top fastened on with Iron Spikes. Both and
Treenails. Treenails of English Oak in the Oak Planks and
red Pine in the Fir

A few of the Ceiling Planks inferior in quality
fairly wrought and shifted.

Upper and lower Deck beams Knees Hooks
&c all Good and sufficient

Was surveyed as follows $\frac{13}{7} \cdot \frac{28}{7} \cdot \frac{7}{8} \cdot \frac{11}{8} \cdot \frac{28}{8} \cdot \frac{2}{9} \cdot \frac{11}{9} \cdot \frac{21}{9} \cdot \frac{1}{10} \cdot \frac{19}{10} \cdot \frac{9}{11} \cdot \frac{17}{11} \cdot \frac{24}{11}$

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

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

The Amount of the Fee.....£ 5 : 0 : 0 is received by me, *Ralph Hudson*
Special£ 20 : 14 : 0

Committee's Minute *15th Dec.* 18*40*

Character assigned *A 1 for 5 Years*