

No. 180 Survey held at Exmouth Date July 14 18 40  
on the Shooner Sympy Master J. P. Potter  
Tonnage 107 0m Built at Exmouth When built 1838  
By whom built \_\_\_\_\_ Owners J. P. Potter  
Port belonging to Exmouth Destined Voyage Hulk  
If Surveyed Afloat or in Dry Dock in Muller's Yard

Length aloft.....73 <sup>Feet.</sup> 5 <sup>Inches.</sup> Extreme Breadth .....18 <sup>Feet.</sup> 2 <sup>Inches.</sup> Depth of Hold .....10 <sup>Feet.</sup> 4 <sup>Inches.</sup>

Scantlings of Timber.				Thickness of Plank.			
				Outside.		Inside.	
Timber and Space.....	each	Inches			Inches.		Inches.
Floors.....	sided	8	Moulded	Keel to Bilge .....	2 1/4	Foot Waling.....	3
st Foothooks.....	"	7	"	Bilge Planks .....	4 1/2	Bilge Planks .....	3 1/2
nd Ditto.....	"	6 1/2	"	Bilge to Wales .....	2 1/2	Ceiling in Flat .....	2
rd Ditto.....	"	6 1/2	"	Wales .....	3 1/2	Ditto Bilge to Clamp .....	2 1/2
op Timbers .....	"	6	"	Topsides .....	2	Hold Beam Clamps .....	3 1/2
Deck Beams ... Number of .....	"	8	"	Sheer Strakes .....	2 1/2	Deck Beam Ditto.....	3
old Beams ... Do. .... do. ....	"	8	"	Plank Sheers.....	2 1/4	Ceiling 'twixt Decks .....	2
Keel .....	"	9	"	Water-ways .....	3 1/2	Hold Beam Shelves .....	
Kelsons .....	"	13	"	Upper Deck .....	2 1/2	Deck Beam ditto .....	

Size of Bolts in Fastenings.			
Copper.		Iron.	
	Inches.		Inches.
Keel-Knee, and Dead Wood abaft .....	1 3/8		
Scarphs of Keel.....	3/4	Bolts thro' the Bilge and Foot Waling .....	3/4
oor Timber Bolts.....	1 1/4	Butt End Bolts .....	3/4
Kelson ditto.....	1 1/4	Lower Pintle of the Rudder .....	2
ransoms and throats of Hooks .....	1 1/4		
ams of Hooks .....	1 1/4		

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

Her Floors and first Foothooks are composed of English Oak Timber. 18 planks by last Elm  
Her other Foothooks and Top Timbers of ditto E. Oak  
Her Shifts of the first and second Foothooks are not less than four feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are four feet  
The Frame is mostly squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is well squared  
The alternate Frames are all bolted together. every frame is bolted  
The Butts of the Timbers are all close together; their thickness not less than 13 of the entire moulding at that place.  
The Frame is well chocked with square Butt at each end of the chock.  
The Main Kelson is composed of English Oak and the False Kelson of English Oak  
The Scarphs of the Kelsons are not less than six feet — inches.

The Deck and Hold Beams are composed of English Oak  
**anking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm  
From the first Foothook Heads to the Light Water Mark of English Oak  
From the Light Water Mark to the Wales of ditto  
The Wales and Black-strakes are of ditto  
The Topsides of Quarter Red pine  
The Sheer-strakes of English Oak Decks, and state of, new Quarter Yellow Pine,  
The Gunwales of ditto Water-ways of half Quarter red pine, remainder English Oak  
The Shifts of the Planking are not less than four Feet mostly for 13 feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought two & three between.  
**Planking Inside.**—The Clamps are composed of Quarter Red Pine the Stringers of English Oak  
The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak, except four strakes below

**Fastenings.**—To Hold Beams English Oak & Iron nails (The deck clamp, which is Quarter red pine)  
Deck Beams a Drog & Locking Iron each side to each beam English Oak  
Number of Breasthooks four Pointers none Crutches none  
Butts End Bolts are of 3/4 inch in the Bottom, and one Bolt in each Butt End through and clenched.  
Bilge and Footwaling 3/4 inch bolted through and clenched.  
General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel.  
Builder's Name \_\_\_\_\_  
Surveyor's Name's John Holman & Wm Mortimer



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	150	Chain .....	1 1/2	2	Bower,
2	Fore Top Sails,	70	Hempen Stream Cable.....	5 1/2	1	Stream,
1	Fore <del>Topmast</del> Stay Sails,	70	Hawser .....	4	1	Kedge,
1	Main Sails,	70	Towlines .....	3		All of proper weight.
1	<del>Main</del> Top Sails,		Warp .....			
3	<del>Left</del> and <del>all other mizen</del> Sails,		All of <u>good</u> quality.			

Her Standing and Running Rigging is all good sufficient in size and good in quality.

She has One new Long Boat and

The present state of the Windlass is good Capstan new and Rudder good

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

This vessel has been by Hand 17 feet in which she has new frames, all English Oak, except the Planks English Elm,  
Repairs in addition to See Shewing  
5 Planks, 9 Apr Chocks, 25 first futtocks, 31 second ditto  
82 Top Timbers, 58 Chocks, One beast hook, Nelson at fore & aft  
all the Quarter & Stem Timbers, knights heads & Hawser pieces, both  
sides, Apron piece, Pale & Windlapp Bits, & knives, Riding Chock  
& Deck Beams, 33 Loosing & Locking Knives, all the Quarter &  
Stem plank & Supporting the whole of the Carley Belly Stake  
clamps, & timber stake, all the Plank Shear, Waterways  
Paint Stake, Topside, all the Bends (except Down plank  
of English Oak, taken off found to be very good, replaced again)  
all the Belly Stake outside, quarter back of the Deck of the  
bottom & about Six hundred feet of plank between the Bow  
& Belly Stake, the whole of the Keel, the whole of the fastenings  
all the Decks & twenty Deck Carleys & partners for mast, all  
new Carley. (except Main Latching, Spanish Oak very good) all  
new fastenings to Wadden, nearly all new work to Windlapp  
new Windlapp ends, new Cabin, all new Stanchions except  
five, all new rails & Bulwork, new Cabin, new  
Man, mast & Bowsprit, new Stream Chain 50 fathoms  
3/8, new Caulk & fastens all over, and thoroughly  
repacked and nearly rebuilt

John Holman

If Sheathed, Doubled, or Felted, nothing

and Date when last done

And None of opinion this Vessel should be Classed Two Years A1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

W. J. Mortimer

Committee Minute 24<sup>th</sup> July 1834

Character assigned Restored A1 for 5 Years

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Lloyd's Register  
Foundation