

No. 624 Survey held at Shaloon Date January 22 1855
on the Barque Avery Master John Sellar
Tonnage 380 Built at Shaloon When built 1855
By whom built Henry Follett Owners Avery & Sellar
Port belonging to Liverpool Destined Voyage
If Surveyed Afloat or in Dry Dock Surveyed while Building

Length aloft	130	7/10	Extreme Breadth	23	"	Depth of Hold	15	7/10
Scantlings of Timber.			Thickness of Plank.					
Room and Space	26		Outside.			Inside.		
Floors	11 1/2	Moulded	Keel to Bilge	3 3/4		Limber Strakes	4	
1st Foothooks	9 1/2	"	Bilge Planks	5		Bilge Planks	3 3/4	
2nd Ditto	8 3/4	"	Bilge to Wales	3 3/4		Ceiling in Flat	3	
3rd Ditto	8	"	Wales	5		Ditto Bilge to Clamp	3	
Top Timbers	8	"	Topsides	3 3/4		Hold Beam Clamps	4	
Deck Beams N ^o 31	4	feet	Sheer Strakes	4		Deck Beam Ditto	3 1/2	
Hold Beams N ^o 25	1 1/2	feet	Plank Sheers	3 1/2		Ceiling 'twixt Decks	3	
Keel	13	square	Water-Ways	5		Hold Beam Shelves	9	Inches deep 18 wide
Kelsons	15	do	Upper Deck	3		Deck Beam Ditto	8	do

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/4	Heel-Knee, and Dead Wood abaft	1 1/4	Hold Beam	1
Scarphs of Keel	N ^o 3	Bolts thro' the Bilge and Limber Strakes	7/8	Deck Beam	1 1/2
Floor Timber Bolts	1 1/8	Butt End Bolts	3/4		
Kelson ditto	1 1/8	Lower Pintle of the Rudder	3/2		
Transoms and throats of Hooks	1 1/8				
Arms of Hooks	1 1/2				

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

The Floors and first Foothooks are composed of Do Timber.

The other Foothooks and Top Timbers of Do Timber.

The Shifts of the first and second Foothooks are not less than 3 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are any long

The Frame is all squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is the same

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 all chocked with a Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of None

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

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank 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 English Oak

The Wales and Black-strakes are of Do

The Sheer-strakes and Plank-sheers of Do

The Decks of Yellow Quebec Pine State of first quality

The Shifts of the Planking are not less than Five 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 Three between

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

The Ceiling, Lower Hold, of English Oak Between Decks of English Oak

Shelf Pieces of English Oak Clamps of Do

Fastenings.—To Hold Beams 28 Staple for Knees 16 vertical Rivets and 24 English Oak Knees, forward and aft

Deck Beams 28 vertical for Knees driven to upper and lower Deck

Beams 20 shorter and 2 wood aft

Number of Breasthooks Four Pointers Two Iron Crutches one Iron

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

Bilge and Limber Strakes Do Do bolted through and clenched. Treenails of English Oak Engine Turned

General Quality of Workmanship Good

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

Builder's Signature Henry Follett Surveyor's Signature Samuel Follett

1/2 in - will have done

TG N1039-0167

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,	230	Chain	1 1/2	3	Bower,	@ 2 1/2 20.2.16
1	Fore Top Sails,	60	Hempen Stream Cable	7/8	1	Stream,	@ 2 1/2 19.8.6
2	Fore Topmast Stay Sails,	90	Hawser	8 1/2	2	Kedge,	3.0.24 - 1.2.23
1	Main Sails, & Spanker	60	Towlines	6 1/2			
2	Main Top Sails, 1 Gaff Do,	80	Warp	4 1/2			
and	2 Jibs, 7 Stay sails,		All of <u>Best</u> quality.				
	3 Top G Sails & Royals and 4 Studding sails						

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

She has one Long Boat and 1 Giff & Solley Boat

The present state of the Windlass is Patent Capstan Iron and Rudder Good Pumps 2 Iron Pumps

General Remarks—Statement and Date of Repairs.

The damages this vessel received in launching has been repaired, with new studdocks and sealing the whole properly fastened and secured, In consequence of their being a deficiency in the faying surface of the waterways, I cannot ask for the twelve year grade although she is in every other respect well qualified she having extra fastenings, as regards Iron knees &c. Whether the Gentlemen of the Committee will consider this equivalent for the above deficiency I leave for them to determine

Sam Cocking

If sheathed, doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

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

three surveys.....£ 9 : 9 :

Certificate (if required)£ : 5 :

Committee's Minute 30th January 1845

Character assigned A 1 for 10 years

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