

No. 7 Survey held at Tipton Date October 18th 1838
on the Harby Allen Ketch Master John Selby
Tonnage 77 5/16 Built at Tipton When built 1833
By whom built W B Davy & Co Owners W B Davy
Port belonging to Leith Destined Voyage Coaster
If Surveyed Afloat or in Dry Dock in Builders Yard

Length aloft.....	Feet. <u>35</u> Inches. <u>0</u>	Extreme Breadth	Feet. <u>18</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>5</u> Inches. <u>0</u>		
Scantlings of Timber.			Thickness of Plank.				
Timber and Space.....	each <u>19</u>	Moulded	Inches. Middle <u>9</u> Ends <u>8</u>	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>9</u>		<u>9</u> <u>8</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling.....	<u>2 1/2</u>
1 st Foothooks.....	" <u>8</u>		<u>8 1/2</u> <u>7</u>	Bilge Planks	<u>4 1/2</u>	Bilge Planks	<u>2 1/2</u>
2 nd Ditto.....	" <u>6</u>		<u>5</u> <u>5</u>	Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	" <u>5</u>		<u>4 1/2</u> <u>4</u>	Wales	<u>3</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>9</u>		<u>9 1/2</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	
Deck Beams	Number of <u>12</u>		" <u>9 1/2</u>	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto.....	
Hold Beams	Do. do. <u>10</u>		" <u>10</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	
Keel	" <u>10</u>		" <u>10</u>	Water-ways <u>flush with deck</u>		Hold Beam Shelves	
Kelsons	" <u>11</u>		" <u>12</u> <u>11</u>	Upper Deck	<u>2 1/2</u>	Deck Beam ditto	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Copper.	Inches.	Hold Beam.....	Inches.
Scarp of Keel.....	N ^o .	Bolts thro' the Bilge and Foot Waling.....		Deck Beam	
Floor Timber Bolts.....		Butt End Bolts			
Kelson ditto.....		Lower Pintle of the Rudder			
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 1 1/2 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.
Her other Foothooks and Top Timbers of English Oak
Her Shifts of the first and second Foothooks are not less than three N.B. When reported by you less than the prescribed Rule, then state how many.
The rest of the Shifts of the Frame are about three feet
The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is
The alternate Frames are bolted together.
The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.
The Frame is square checked with Butt at each end of the check. no checks
The Main Kelson is composed of English Oak and the False Kelson of
The Scarphs of the Kelsons are not less than 5 feet 6 inches.
The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Oak
From the first Foothook Heads to the Light Water Mark of
From the Light Water Mark to the Wales of English Oak
The Wales and Black-strakes are of English Oak
The Topsides of English Oak
The Sheer-strakes of English Oak Decks, and state of, red pine good
The Gunwales of English Oak Water-ways of English Oak
The Shifts of the Planking are not less than 4 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.

Planking Inside.—The Clamps are composed of English Oak The Planking is wrought between the Stringers of
The Bilge Planks of English Oak and the remainder of the Ceiling of

Fastenings.—To Hold Beams
Deck Beams double head for Vattways
Number of Breasthooks two Pointers Crutches
Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling iron bolted through and clenched.
General Quality of Workmanship good

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

Builder's Name
Surveyor's Name John Robinson

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
/	Fore Sails,	130	Chain	3 1/4	Bower,
	Fore Top Sails,	80	Hempen Stream Cable.....	4 1/2	Stream,
	Fore Topmast Stay Sails,	70	Hawser	3 1/2	Kedge,
/	Main Sails,	70	Towlines	3	All of proper weight.
/	Main Top Sails,		Warp		
and			All of <u>good</u> quality.		

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

She has one Long Boat and

The present state of the Windlass is good Capstan none and Rudder good

General Remarks—Statement and Date of Repairs.

This vessel is almost a solid bed of wood, she has sustained damage and many of her futtocks broken, so that the bysels has been spliced to the first futtock heads and the broken timbers shifted, she is built with a very long Hatchway for carrying Timber, which ^{has been} most of her employment, she is now in good order and fit to carry dry & perishable cargo.

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Am of opinion this Vessel should be Classed A.1 for four years her a

The Amount of the Fee.....£ : 10 : 0 is received by me,

Committee Minute 30th Oct 1838

Character assigned A.1 8 Years



© 2020

Lloyd's Register
Foundation