

No. 24 Survey held at Topham Date June 1st 1839
 on the Bonnie Mary Master Thos Lloyd
 Tonnage 223 1/2 Built at Topham When built 1839
 By whom built J B Davy & Co Owners Col. Davy & Co
 Port belonging to Antwerp Destined Voyage Antwerp & the River Plate
 If Surveyed Afloat or in Dry Dock in Builders yard as prescribed in Page 2. Rule 35.

Length aloft	Feet. <u>89</u> Inches. <u>11</u>	Extreme Breadth	Feet. <u>23</u> Inches. <u>6 1/2</u>	Depth of Hold	Feet. <u>15</u> Inches. <u>9</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	<u>23</u>		Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>12</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling	<u>4</u>
1 st Foothooks....."	<u>10</u>	"	Bilge Planks	<u>5</u>	Bilge Planks	<u>4 1/2</u>
2 nd Ditto....."	<u>9</u>	"	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto....."	<u>8</u>	"	Wales	<u>5</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	<u>8</u>	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck BeamsN°. of <u>19</u>	<u>10</u>	"	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto.....	<u>3 1/2</u>
Hold BeamsN°. of <u>13</u>	<u>10</u>	"	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
Keel	<u>12</u>	"	Water-Ways	<u>5</u>	Hold Beam Shelves	<u>5 1/2</u>
Kelsons	<u>15</u>	"	Upper Deck	<u>3</u>	Deck Beam Ditto.....	<u>5</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>1 1/8</u>
Scarpns of Keel.....N°. <u>2</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>1 1/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3/4</u>	same in Iron above the Copper.....	
Kelson ditto	<u>1 1/4</u>				
Transoms and throats of Hooks	<u>1 1/8</u>				
Arms of Hooks	<u>1</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak, squared and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of ditto. The Shifts of the first and second Foothooks are not less than Four Feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are not less than Four feet. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. with 7 bolts 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 well choaked 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 Scarpns of the Kelsons are not less than Seven feet — 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 ditto. The Topsides of ditto. The Sheer-strakes and Plank-sheers of ditto. The Water-ways of ditto. The Decks of Yellow Pine. State of —. 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 — 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 English Oak.

Fastenings.—To Hold Beams A. Staple Iron Pins, & Iron hanging knees, also stay in above all fore & aft. Deck Beams a Long & Locking knee with a shelf all fore & aft. Number of Breasthooks Four Pointers two Crutches One. Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling Copper bolted through and clenched. very two feet. General Quality of Workmanship very Superior in every respect.

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

Builder's Name James B. Davy
 Surveyor's Name John Holman



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,	190	Chain	1 1/4	3	Bowør ^{cut} Two 12 1/2 One 13 1/2
1	Fore Top Sails,	80	" ^{3/4 inch}	8 1/2	1	Stream, ^{cut} 5 1/2 ^{cut}
1	Fore Topmast Stay Sails,	80	Hawser	6	2	Kedgeør ^{cut} One 2 1/2 1 1/4
1	Main Sails,	80	Towlines	4 1/2		
2	Main Top Sails,	80	Warp	3 1/2		
	and <u>all the maysay Sails</u>		All of <u>new</u> quality.			

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

She has One Long Boat and One Jolly Boat, & One Gig,

The present state of the Windlass is new ^{patent 50 lb} ~~Capstan~~ Winch and Rudder new fitted
fitted with Dymock & Dobson's patent

General Remarks—Statement and Date of Repairs.

*This Vessel is thoroughly Built of Dry Lark Oak, except where it is
unusually mentioned otherwise, and I consider her as firm and
good a Ship as can be built, She is thoroughly copper fastened
under the boards,*

*Please forward a duplicate of Classification to me
as soon as convenient*
W. H. H.

If Sheathed, Doubled, Felted, or Coppered with 24 & 36 Copper When last done _____

I am of opinion this Vessel should be Classed A 1, 12 Years

37 The Amount of the Fee.....£ 3 : 3 : 0 is received by me, Wm. Homan
Special£ 1 : 1 : 0

Committee's Minute _____ 18 _____

Character assigned _____

Refered
W. H. H.
Surveyor