

1030

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No. 24 Survey held at Tops Ham Date June 1st 1839
 on the Bague Amy Master Thos Longood
 Tonnage 137^{1/2} net Built at Tops Ham When built 1839
 By whom built H B Dury & Co Owners Col. Dury & Co
 Port belonging to Spain Destined Voyage to the River Plate
 If Surveyed Afloat or in Dry Dock as prescribed in Page 9, Rule 35

Length aloft	Feet. <u>29</u> Inches. <u>11</u>	Extreme Breadth	Feet. <u>23</u> Inches. <u>5 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>	Inches Middle	Inches Ends	Outside.	Inside.
Floors	sided <u>12</u>	Moulded <u>11</u>	<u>9 1/2</u>	Keel to Bilge	Foot Waling
1 st Foothooks	" <u>10</u>	" <u>10 1/2</u>	<u>9 1/2</u>	Bilge Planks	Bilge Planks
2 nd Ditto	" <u>9</u>	" <u>9</u>	<u>8</u>	Bilge to Wales	Ceiling in Flat
3 rd Ditto	" <u>8</u>	" <u>7 1/2</u>	<u>5 1/2</u>	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>8</u>	" <u>7</u>	<u>5</u>	Topsides	Hold Beam Clamps
Deck BeamsN ^o . of	" <u>10</u>	" <u>10</u>	<u>8</u>	Sheer Strakes	Deck Beam Ditto
Hold BeamsN ^o . of	" <u>10</u>	" <u>11</u>	<u>8</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>12</u>	" <u>15</u>		Water-Ways	Hold Beam Shelves
Kelsons	" <u>15</u>	" <u>15</u>		Upper Deck	Deck Beam Ditto
Copper.			Iron.		
Heel-Knee, and Dead Wood abaft	<u>1 1/8</u>	Copper.		Hold Beam	<u>1 1/8</u>
Scarphs of KeelN ^o . <u>2</u>	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Deck Beam	<u>1 1/8</u>
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>5/8</u>	same in Iron above the Copper	
Kelson ditto	<u>1 1/4</u>	Lower Pintle of the Rudder	<u>3/4</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 and are all 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 all free from sap, and from thence downwards, the frame is well squared and free from defect
 The alternate Frames are all bolted together. with 1 inch bolts N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/3rd 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 none
 The Scarphs 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 ditto
 The Wales and Black-strakes are of ditto The Topsides of English Oak
 The Sheer-strakes and Plank-sheers of ditto The Water-ways of ditto
 The Decks of Yellow Pine State of very good
 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 as Stipple Iron knees, & as per hanging knees, the stays are above all fastenings
 Deck Beams as per hanging knees, with a shelf or tangen also fastenings
 Number of Breasthooks Two, English oak 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. with 3/4 inch copper, every foot and every two feet in Bilge
 General Quality of Workmanship very superior

We certify that the preceding is a correct description of the above-named Vessel.
 Builder's Name Dan. B. Dury
 Surveyor's Name John Holman



TPS1030-0012

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,	170	Chain	1 1/4	3
1	Fore Top Sails,	60	" ^{3/4 inch}		
1	Fore Topmast Stay Sails,	90	Hempen Stream Cable	8 1/2	1
1	Main Sails,	80	Hawser	6	2
2	Main Top Sails,	80	Towlines	4 1/2	
	and <u>all the majoay sails</u>	80	Warp	3 1/2	
			All of <u>good</u> quality.		

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

She has One Long Boat and the jolly & one gig

The present state of the Windlass is good Capstan a Patent Steeple and Rudder good
(fitted with Gyroack & Johnson Patent)

General Remarks—Statement and Date of Repairs.

The vessel is thoroughly Built of English Oak except where it is specifically named otherwise, and I consider as firm and good a Ship as can be built. She is thoroughly copper fastened under the Beards. All the Nails are English Oak and one half an more comes through the Cauling. Be pleased to send a Certificate of Copperfastening as soon as convenient.

If Sheathed, Doubled, Felted, or Coppered, Coppered with 24 & 26 oz When last done _____

I am of opinion this Vessel should be Classed A 1 for 12 years

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, John Holman
Special£ 1 : 1 : 0

Committee's Minute 4 June 18 35

Character assigned A 1 for 12 years
CH John Holman