

No. 384 on the Bay Polly Hopkins Tonnage Old New 240 By whom built Port belonging to Exeter Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock in Dry Dock Clapsed 4

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE			Outside.			Inside.		
Floors	sided	Moulded	Keel to Bilge			Limber Strakes		
1st Foothooks	"	"	Bilge Planks			Bilge Planks		
2nd Ditto	"	"	Bilge to Wales			Ceiling in Flat		
3rd Ditto	"	"	Wales			Ditto Bilge to Clamp		
Top Timbers	"	"	Topsides			Hold Beam Clamps		
Deck Beams N°	Average Space	"	Sheer Strakes			Deck Beam Ditto		
Deck Beams, length amidships	"	"	Plank Sheers			Ceiling 'twixt Decks		
Hold Beams N°	Average Space	"	Water-Ways	Upper Deck		Hold Beam Shelves		
Hold Beams, length amidships	"	"		Lower Deck		Deck Beam Ditto		
Keel	"	"	Upper Deck					
Scarphs of Ditto	"	"						
Keelsons	"	"						
Scarphs of Ditto	"	"						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

Heel-Knee, and Deadwood abaft	Copper Inches.	Iron Inches.	Transoms and throats of Hooks	Copper Inches.	Iron Inches.	Hold Beam Bolts in	Waterway	Copper Inches.	Iron Inches.
Scarphs of Keel.....N°.			Arms of Hooks				Knees		
Keelson Bolts through Keel at each Floor			Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			Deck Beam Bolts in	Waterway		
Bolts through Heels of Timbers against Deadwood			Butt End Bolts				Knees		
			Pintles of the Rudder			Treenails	Shelf or Clamp		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is Inches. The Space between the Top-Timbers is Inches.

The Stem, and Stern Post, consist of The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Deadwood, of and are free from all defects.

The Floors consist of The First Foothooks of Timber.

The Second Foothooks of The Third Foothooks and Top Timbers of

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

The rest of the Shifts of the Frame are

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 to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. The Main Keel is

The Main Keelson is and free from all defects. The False Keelson is

The Deck Beams consist of The Hold Beams of The Knees of

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is or to the First Foothook Heads

From the above named Height to the Light Water Mark

From the Light Water Mark to the Wales

The Wales and Black-strakes are The Topsides

The Sheer-strakes and Plank-sheers The Water-ways { Upper Deck Lower Deck

The Decks State of

The Shifts of the Planking are not less than 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 The Bilge Planks

The Ceiling, Lower Hold, Between Decks

Shelf Pieces Clamps

Fastenings.—To Hold Beams

Deck Beams

Number of Breasthooks Pointers Crutches

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

Bilge and Limber Strakes bolted through and clenched. Treenails of How Made

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship

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

Builder's Signature Surveyor's Signature

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 .	Weight.
2	Fore Sails,	Chain	200 1 1/2	3	<i>Officer</i>
/	Fore Top Sails,	Hempen Stream Cable	75 0		
/	Fore Topmast Stay Sails,	Hawser	75 0	1	
/	Main Sails,	Towlines	75 5		
2	Main Top Sails,	Warp		1	
and		All of <u>good</u> quality.			

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

She has one Long Boat and one Solly Boat

The present state of the Windlass is good Capstan good Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

I am true & faithful as reported in former Survey.

I believe everything recommended by Surveyor Repaired from P & E to be has been completed with

John Holman

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 1 4 years from 1857

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

Special£ : :

Certificate (if required)£ : 5:

Committee's Minute 8th November 1857

Character assigned 4 1/2



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