

No. 203 ⁹⁴ ₉₄ Survey held at Yarmouth Date 4 September 1841 1488
 on the La Oriental Master J. Christmas
 Tonnage 181 Built at Yarmouth When built 1841
 By whom built J. Weston Owners J. Agnew & Co.
 Port belonging to Yarmouth Destined Voyage Mediterranean
 If Surveyed Afloat or in Dry Dock during the three stages Laminated in September
Yarmouth No 470 Classed "12 A"

| | | | | | |
|----------------------------------|---------------|---------------------------------------|----------------------------|-------------------------------|----------------------|
| Length aloft | Feet. Inches. | Extreme Breadth | Feet. Inches. | Depth of Hold | Feet. Inches. |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Timber and Space | Inches. | Inches. Middle | Inches. Ends | Outside. | Inside. |
| Floors | | Moulded | | Keel to Bilge | Foot Waling |
| 1 st Foothooks | | " | | Bilge Planks | Bilge Planks |
| 2 nd Ditto | | " | | Bilge to Wales | Ceiling in Flat |
| 3 rd Ditto | | " | | Wales | Ditto Bilge to Clamp |
| Top Timbers | | " | | Topsides | Hold Beam Clamps |
| Deck Beams N ^o . of | | " | | Sheer Strakes | Deck Beam Ditto |
| Hold Beams N ^o . of | | " | | Plank Sheers | Ceiling 'twixt Decks |
| Keel | | " | | Water-Ways | Hold Beam Shelves |
| Kelsons | | " | | Upper Deck | Deck Beam Ditto |
| Copper. | | | Iron. | | |
| Heel-Knee, and Dead Wood abaft | Inches. | Size of Bolts in Fastenings. | | Inches. | |
| Scarphs of Keel N ^o . | | Copper. | | Inches. | |
| Floor Timber Bolts | | Bolts thro' the Bilge and Foot Waling | | Hold Beam | |
| Kelson ditto | | Butt End Bolts | | Deck Beam | |
| Transoms and throats of Hooks | | Lower Pintle of the Rudder | | same in Iron above the Copper | |
| Arms of Hooks | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, are composed of _____ the Transoms, Aprons, Knight Heads, Hawse Timbers, of _____ and are _____ free from all defects. The Floors and first Foothooks are composed of _____ Timber. The other 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. 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 Kelson is composed of _____ and the False Kelson of _____ The Scarphs of the Kelsons are not less than _____ feet _____ inches. The Deck and Hold Beams are composed of _____

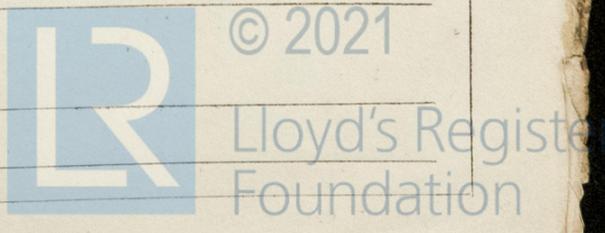
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of _____ From the first Foothook Heads to the Light Water Mark of _____ From the Light Water Mark to the Wales of _____ The Wales and Black-strakes are of _____ The Topsides of _____ The Sheer-strakes and Plank-sheers of _____ The Water-ways of _____ The Decks of _____ 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 _____ the Bilge Planks of _____

Planking Inside.—The Limber-strakes are composed of _____ The Ceiling, Lower Hold, of _____ Between Decks of _____ Shelf Pieces of _____ Clamps of _____

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 Footwaling _____ bolted through and clenched. General Quality of Workmanship _____

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

Builder's Name _____
 Surveyor's Name _____



Her Masts, Yards, &c. are in _____ 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, | 180 | Chain | 1 1/2 | 2 |
| 2 | Fore Top Sails, | 80 | Hempen Stream Cable | 8 | 1 |
| 2 | Fore Topmast Stay Sails, | 80 | Hawser | 5 1/2 | 1 |
| 1 | Main Sails, | 80 | Towlines | 4 1/2 | 1 |
| 1 | Main Top Sails, | 90 | Warp | 3 1/2 | |
| and | | All of <u>Good</u> quality. | | | |

Cast. 900
 Bower, *11 1/2*
 Stream, *8*
 Kedge, *1 1/2*
1 1/2

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ and Rudder _____

General Remarks—Statement and Date of Repairs.

An account of the vessels stores

If Sheathed, Doubled, Felted, or Coppered with yellow metal When last done Guilt

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

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

Special£ : :

Committee's Minute 20th October 1841

Character assigned 12 A 1