

No. 862 Survey held at Grimoeth Date 20 April 1840
 on the New Aqueduct Master Fisher Master Robert G. G. G.
 Tonnage 395.1.0 Built at Grimoeth When built 1st April 1840
 By whom built Thames Iron Works Owners John Taylor & Co
 Port belonging to Grimoeth Destined Voyage Wales to Antwerp
 If Surveyed Afloat or in Dry Dock On Stocks

862
 M

Length aloft	118	3	10	Extreme Breadth	33	7	0	Depth of Hold	17	9	0
Scantlings of Timber.				Thickness of Plank.							
Timber and Space	each	13		Moulded	13			Outside.		Inside.	
Floors	sided	13						Keel to Bilge	3 1/2	Foot Waling	1 1/2
1 st Foothooks	"	11 1/2		"	10 1/2			Bilge Planks	5 1/2	Bilge Planks	5 1/2
2 nd Ditto	"	10		"	9 1/2			Bilge to Wales	3 1/2	Ceiling in Flat	3 1/4
3 rd Ditto	"	9		"	8 1/2			Wales	5	Ditto Bilge to Clamp	3 1/4
Top Timbers	"	8 1/2		"	7 1/2			Topsides	3	Hold Beam Clamps	2 1/2
Deck Beams	N ^o . of	19		"	11			Sheer Strakes	3 1/2	Deck Beam Ditto	1 1/2
Hold Beams	N ^o . of	7		"	10 1/2			Plank Sheers	4	Ceiling 'twixt Decks	2 1/2
Keel	"	13		"	14			Water-Ways	10	Hold Beam Shelves	2 1/2
Kelsons	"	14 1/2		"	14 1/2			Upper Deck	3 1/2	Deck Beam Ditto	1 1/2
Copper.				Size of Bolts in Fastenings.							
Heel-Knee, and Dead Wood abaft		1 1/2		Copper.							
Scarphs of Keel	N ^o .	2		Bolts thro' the Bilge and Foot Waling		4		Hold Beam		1 1/2	
Floor Timber Bolts		1 1/2		Butt End Bolts		3 1/2		Deck Beam		1	
Kelson ditto		1 1/2		Lower Pintle of the Rudder		3 1/2		same in Iron above the Copper			1 1/2
Transoms and throats of Hooks		1 1/2									
Arms of Hooks		1 1/2									

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 to 2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of British & African Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British & African Oak and are free from all defects. The Floors and first Foothooks are composed of British Oak Timber. The other Foothooks and Top Timbers of British Oak. The Shifts of the first and second Foothooks are not less than 1/2 to 3/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is all well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Cross chocked and full Butte Roped. The Main Kelson is composed of African & British Oak and the False Kelson of African Oak. The Scarphs of the Kelsons are not less than 6 feet 3 inches. The Deck and Hold Beams are composed of British Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Snake Wood, Elm. From the first Foothook Heads to the Light Water Mark of British Oak. From the Light Water Mark to the Wales of British Oak. The Wales and Black-strakes are of British Oak. The Topsides of British Oak. The Sheer-strakes, and Plank-sheers of British Oak. The Water-ways of Red Pine. The Decks of Yellow Pine. State of New. The Shifts of the Planking are not less than 5 1/2 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 stret and stave between three masts.

Planking Inside.—The Limber-strakes are composed of American Oak, the Bilge Planks of American Oak. The Ceiling, Lower Hold, of American Oak. Between Decks of American Oak. Shelf Pieces of American Oak. Clamps of American Oak.

Fastenings.—To Hold Beams Iron Lodging Nuts on cheeks in square body, double lodging British Oak. Deck Beams Iron Lodging Nuts on cheeks in square body, double lodging British Oak Nuts in each side with Straps, and twenty Nuts on Iron plates. Number of Breasthooks four below main deck. Pointers two British Oak aft. Crutches two Iron. Butts End Bolts are of Copper in the Bottom, and a 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 _____



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,	250	Chain	1 1/2	3
2	Fore Top Sails,	80	Hempen Stream Cable	1 1/2	1
2	Fore Topmast Stay Sails,	80	Hawser	1 1/2	1
1	Main Sails,	100	Towlines	1 1/2	
2	Main Top Sails,	80	Warp	3 1/2	
and will found in other parts 60			All of <u>good</u> quality.		

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

She has 2 Long Boat and 2 Boys Boat

The present state of the Windlass is good with Capstan good and Rudder good

Speack & Robinson John Purchase

General Remarks—Statement and Date of Repairs.

Four lead Pumps good

Laid on in July 1849, and launched in April 1850; Surveyed at the three specified periods, and frequently at other times, especially while building, frame all English and made out of good quality, and well squared. Shifter good but wholly in frame of which was full North rig.

Planking and cutting of good quality, well wrought, shifted two and three times, three masts, and since two is wrought the Butt is not on same timber number of beams and fastenings as described being usually fastened to the sides, with horizontal & diagonal brace, and stringers; but Butt is not fastened, and the iron, which is found the King and Mast Transoms, are diagonally ironed to the sides, the is copper plated, but not fastened to the sides, and clamped and the Butt is bolted through each floor and clamped, all in wings; the general quality of the workmanship and finishing are good, and the stores and furnishings are of the best description.

Special Survey June 29. 1850 - paid

If Sheathed, Doubled, Felted, or Coppered Sheathed with Pine Wood When last done from Males to flat down amidst

I am of opinion this Vessel should be Classed 10 A 1 to same range forward and aft and supported over top to the water in April 1850

The Amount of the Fee.....£ 4 : 4 : - is received by me,
Special£ 19 : 15 : -

John Purchase

Committee's Minute 30th June 1850

Character assigned 10 A 1

