

1043

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 3/4 Inches. The Space between the Top-timbers is 3 to 5 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of British 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 4 feet 6 in. to 4 feet 8 in. 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 very well squared. The ~~alternate~~ Frames are all bolted together. to Gunwale N. B. If not, state how bolted. The Butts of the Timbers are _____ close together; their thickness not less than 3 to 1/4 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. Crop chocks & full Butt Keyed. The Main Kelson is composed of African Oak & Mahogany and the False Kelson of African Oak. The Scarphs of the Kelsons are not less than Six feet _____ inches. The Deck and Hold Beams are composed of British Oak.

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 knees on cheeks, in square body, double lodging British Oak knees in Can-
Deck Beams } bodies, with stringer above and below beams.
} Iron lodging knees on cheeks in square body, double lodging British Oak knees in Cant Bodies,
} with stringer, and twenty diagonal Iron hanging knees.
Number of Breasthooks six below, four above deck Pointers two Iron aft Crutches one Iron aft.
Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched.
Bilge and Footwaling Copper bolted through and clenched. Footwaling Iron bolted, into each timber.
General Quality of Workmanship very good Four Transom Knees

Surveyor's Name

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

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Lloyd's Register
Foundation

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,	240	Chain	1 3/4	3	Bower S,
1	Fore Top Sails,	70	Hempen Stream Cable	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	70	Hawser	6	2	Kedges,
1	Main Sails,	70	Towlines	5		
2	Main Top Sails,	70	Warp	4		
and well found in other sails			All of <u>Good</u> quality.			

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

She has a Long Boat and Tolly Boat and Gig

The present state of the Windlass is Good Capstan Good and Rudder Good
with Port & Facuss patent purchase Four lead Pumps good

General Remarks—Statement and Date of Repairs.

Laid on in August 1840. Launched 21st June 1841. Frame all English and Welsh Oak, of good quality, and very well squared. Built wholly in Frame. Shifts of Timber good. Cross chocks and full Butts keyed. Planking and Ceiling of good quality, and well wrought. Shifted three between. Number of Beams, fastenings and spaces as described on other side. Ridge & Butt Copper bolted, through & clenched on Rings. Fortwaling Iron bolted into each timber, not through. Nelson bolts into each floor, through and clenched on Rings, on main Deck. Two Iron Pointers, and an Iron crutch aft, and the Wing and Rider Transoms, are diagonally Iron knee to the sides. She is well fastened and finished, and her stores and furnishings are of the best description.

Sheathed with inch Elm & Pine, amidsthips, and doubled round the bows, with two inch Elm, from Males about four and a half feet down amidst-

If Sheathed, Doubled, Felted, or Coppered hips, to same ranges fore & aft, & coppered When last done over paper to the Males in July 1841

I am of opinion this Vessel should be Classed "10A1"

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

Special£ 2 : - : -

John D. Gurney

Committee's Minute 16th August 1841

Character assigned A 1 for 10 Year