

No. 2340 Survey held at St. Philips Date 10 July 1842
on the Baque not named Master Isid. Is. Is.
Tonnage 264 Built at St. Philips When built 1842
By whom built Middle Dock Co. Owners Anglo-Brazil Co.
Port belonging to new Kincardine Destined Voyage Liverpool
If Surveyed Afloat or in Dry Dock Building Said down Nov 1842.
Launched June 1843.

Length aloft	Feet. 92	Inches.	Extreme Breadth	Feet. 22	Inches. 0	Depth of Hold	Feet. 15	Inches. 0
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	9 3/4	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided	9 1/2	Moulded	10	Keel to Bilge	2 3/4	Foot Waling	3 1/2
1 st Foothooks	"	9 1/4	"	8 3/4	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	"	9 1/4	"	7 3/4	Bilge to Wales	3 2 1/2	Ceiling in Flat	2 3/4
3 rd Ditto	"	7 1/2	"	7	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	6 1/2	"	7 1/4	Topsides	2 3/4	Hold Beam Clamps	6 1/4
Deck Beams	N ^o . of 21	9	"	8 1/2	Sheer Strakes	3	Deck Beam Ditto	6 1/4
Hold Beams	N ^o . of 14	10 1/2	"	11	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Keel	"	10	"	10	Water-Ways	6	Hold Beam Shelves	—
Kelsons	"	10 1/2	"	25	Upper Deck	3	Deck Beam Ditto	—
<i>Space Hold Beams 4 ft 8 1/2 in</i>								
<i>Deck " 4 ft 5 in</i>								
Size of Bolts in Fastenings.								
Copper.				Iron.				
Heel-Knee, and Dead Wood abaft	1 1/2	Inches.	Copper.		Inches.		Inches.	
Scarphs of Keel	N ^o . 9	5 1/2	Bolts thro' the Bilge and Foot Waling		6	Hold Beam	3/4 1/2	
Floor Timber Bolts	1 1/2	"	Butt End Bolts		6	Deck Beam	3/4 1/2	
Kelson ditto	1 1/2	"	Lower Pintle of the Rudder		3			
Transoms and throats of Hooks	1 1/2	"						
Arms of Hooks	1 1/2	"						
						same in Iron above the Copper		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 inches. The Space between the Top-timbers is 3 inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are — free from all defects. The Floors and first Foothooks are composed of Eng & Fir Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 4 ft. 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 mostly squared from the first Foothook Heads upwards, and mostly free from sap, and from thence downwards, the frame is fairly well squared. The alternate Frames are well bolted together. N. B. If not, state how bolted. mostly engaged by timbers as per Rule. The Butts of the Timbers are — close together; their thickness not less than 2 to 3 of the entire moulding at that place. The Frame is Shoveled with no Butt at each end of the chock. The Main Kelson is composed of Am Oak and the False Kelson of Am Oak. The Scarphs of the Kelsons are not less than 6 feet — inches. For several will be bolted. The Deck and Hold Beams are composed of Eng & Fir Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Am & Eng Oak. From the first Foothook Heads to the Light Water Mark of Am Oak. From the Light Water Mark to the Wales of Am & Eng Oak. The Wales and Black-strakes are of Eng & Fir Oak The Topsides of Pitch Pine. The Sheer-strakes and Plank-sheers of Am Oak & Eng Oak The Water-ways of Pitch Pine. The Decks of Yellow Pine State of Am board, Am nailed, Am bolted. The Shifts of the Planking are not less than 4 to 5 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 3 Strakes between Am Oak the Bilge Planks of Am Oak. **Planking Inside.**—The Limber-strakes are composed of Am Oak the Bilge Planks of Am Oak. The Ceiling, Lower Hold, of For some Eng Oak at ends Between Decks of Am Oak. Shelf Pieces of — Clamps of Am & Fir Oak thus. **Fastenings.**—To Hold Beams Double Oak lagging beams over a sin dovetail chock with 14 ft of Am hanging pieces. Deck Beams Double Oak lagging beams over a sin dovetail chock with 14 ft of Am hanging pieces. Number of Breasthooks 2 Am, 2 Oak Pointers 2 Oak Crutches 1 Am. Butts End Bolts are of 2 Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling well bolted through and clenched. General Quality of Workmanship Well executed.

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

Builder's Name

Surveyor's Name

Mr. Loppelwell



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,	200	Chain	1 1/2	3	Bower,	cut. 21 1/2
2	Fore Top Sails,	"	Hempen Stream Cable	"	1	Stream,	12 0 0
2	Fore Topmast Stay Sails,	75	Hawser	1 1/2	1	Kedge,	3 3 1/4
1	Main Sails,	25	Towlines	7			
1	Main Top Sails,	2	Warp	5 1/4			
and <u>well found</u>			All of <u>good</u> quality.		<u>Sufficient in weight</u>		

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

She has one Long Boat and one Skiff

The present state of the Windlass is up Capstan Double and Rudder Sound 2. Composition 2. Iron

General Remarks—Statement and Date of Repairs.

This Vessel's Hull is in one length of Eng. and two of Am. Elm. Stem and stern post are well secured at heads, a prons and inner post well seated and mostly clear of sap, the transoms run fairly bold and are well secured by Cab and Iron Knives, with pointers has supporting transoms over counter timbers secured at Quarters by Staple Iron Knives that takes the deck beams the frame timbers run with the planking generally healthy which are worked clear of breaks and shakes, has the proportion of trenails put through the ceiling, as p. Rule, which are wedged, The Hooks, Helsons, Knives, pointers and dove tail chocking are well seated and efficiently secured by bolting, The decks well laid nearly clear of sap, has a break of 23 in. in height aft. 28 ft. 6 in. long good coamings, and as a whole creditably furnished and well equipped with good stores, and in my opinion fit to carry dry and perishable cargoes to all parts of the world.

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done new At Singapore

I am of opinion this Vessel should be Classed 9 A. 1

The Amount of the Fee.....£ 13 : 10 : is received by me, M^r. Coppellwell

Special£ : :

Committee's Minute 7th May 1844

Character assigned A 1 for 4