

No. 234

Survey held at

Whitby

Date

September

1843

on the

big Matchless

Master

John Smith

Tonnage

233 1/2

Built at

Bridport

When built

1810

By whom built

Owner

Messrs Geo Barrick

Port belonging to

Whitby

Destined Voyage

Seaham & London

If Surveyed Afloat or in Dry Dock

in dry dock of Messrs H & G B

Classed. A, \

cut in two & lengthened 18 feet - flush deck

Ships omitted

Length aloft			Extreme Breadth			Depth of Hold		
82.3 + 6 rake	88	3	24	5	2	14		
Scantlings of Timber.			Thickness of Plank.			Size of Bolts in Fastenings.		
Timber and Space			Outside.			Iron.		
Floors	11 x 11	10	Keel to Bilge	2 1/2		Hold Beam	7/2	1
1st Foothooks	10	9	Bilge Planks	5/4		Deck Beam	3/4	3/4
2nd Ditto	10	7 1/2	Bilge to Wales	3				
3rd Ditto	8	7	Wales	5/4				
Top Timbers	7	4 1/2	Topsides	2 1/2				
Deck Beams	N. of 22	9 1/2	Sheer Strakes	1 1/2				
Hold Beams	N. of 13	9 1/2	Plank Sheers	3				
Keel	10	7	Water-Ways	4				
Kelsons	13 1/2	13 1/2	Upper Deck	3				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 @ 2 Inches. The Space between the Top-timbers is 4 @ 5 Inches. The Stem, Stern Post, are composed of Eng^l oak & Afric^{an} oak and are free from all defects.

The Floors and first Foothooks are composed of two floors new of oak. The other Foothooks and Top Timbers of English oak.

The Shifts of the first and second Foothooks are not less than 3" 9. N.B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are sufficient.

The Frame is fairly squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is the same — the original frame is square.

The alternate Frames are bolted together. N.B. If not, state how bolted. original frames. The Butts of the Timbers are all close together; their thickness not less than 1/4 to full of the entire moulding at that place.

The Frame is chocked with no Butt at each end of the chock. The Main Kelson is composed of English & Am^{er} oak and the False Kelson of Am^{er} oak.

The Scarp of the Kelsons are not less than 5 1/2 feet — inches. The Deck and Hold Beams are composed of 7 English & Am^{er} oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am^{er} elm with some Eng^l oak ends. From the first Foothook Heads to the Light Water Mark of the elm now new.

The Wales and Black-strakes are of new Am^{er} elm. The Topsides of new Dantzic oak. The Sheer-strakes and Plank-sheers of new Dantzic oak. The Water-ways of pitch pine. The Decks of new yellow pine. State of new.

The Shifts of the Planking are not less than 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 2 @ 3 between.

Planking Inside.—The Limber-strakes are composed of Am^{er} oak new. The Bilge Planks of mixed oak new. The Ceiling, Lower Hold, of mixed oak. Between Decks of oak & fir & pitch pine.

Shelf Pieces of Oak Dantzic. Clamps of hold Am^{er} oak — deck pitch pine. **Fastenings.**—To Hold Beams double of two iron lodge knees upon a string between beams with a stringer on top. The knees appear strong & good. Deck Beams 2 = 5 1/2 oak knees (lodging) & shelf also 12 iron hang knees & side.

Number of Breasthooks 5 Eng^l oak. Pointers 4 1/2 Eng^l oak. Crutches one iron. Butts End Bolts are of iron in the Bottom, and one 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 Henry & Geo Barrick. Surveyor's Name Tho^s Jackson.

Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

2 lower masts new yellow pine
bowsprit new Amⁿ oak
and new topmast and all the
other spars new to this
vessel and appear good

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	new 1 1/2	3	Bower, 11.3.7 2 wood stocks
2	Fore Top Sails,	80	Hempen Stream Cable	7	1	Stream, 10.3.2 iron stock
2	Fore Topmast Stay Sails,	60	Hawser	3/4 1	1	Kedge, 1.3.
2	Main Sails,	90	Towlines	5		
2	Main Top Sails,	90	Warp	1 1/2		
			All of	app ^y good quality.		

and one entire suit
of new sails others
enlarged & repaired

Her Standing and Running Rigging all sufficient in size and new in quality. except four strands
nearly new and some small ropes all app^y very good

She has one Long Boat and one shaft good

The present state of the Windlass is app^y good Capstan good and Rudder good
with 2 yacks purchased

General Remarks—Statement and Date of Repairs.

At this time after
having been on shore and sustained damage— but in two and
lengthened 18 feet when the upper deck and waterways and the
deck beams & fastenings with all the hold beams & their fastenings
were taken out—the whole of the ceiling from end to end and from
and increasing the deck beam clamps down to & including the footvaling
taken out so that every timber in the vessel was exposed to view and
every visibly defective timber taken out & renewed with either new or good
sound second hand Eng^l oak as was also the space filled up with new
some good sound 2nd hand Eng^l oak timber— The plank sheen
sheen strikes topsides blackstrakes & wales all entire strip off and
the ship heightened another course of timber for this purpose all the upper
top timbers were taken out & renewed with Eng^l oak also new knight
heads aft oak & house timber new Eng^l oak— All the plank off
below the wales except some shortboards—the keelson taken out—the
breasthooks all upset & transom knees all off— Then the defective timber
having been replaced the space filled up with new or good sound 2nd hand
Eng^l oak with 2 new apron floor (the 2nd hand oak timber & beams used in
this repair is from No 156 of reg^l book 1842 Thomas 288)— new forekeel of
Amⁿ elm—the former false keelson of Eng^l oak now made the main keelson & made out
in length at fore end with a piece of Santal oak—the false keelson new Amⁿ oak—
two viz one new Eng^l oak & one 2nd hand Eng^l oak breasthooks & the other hooks all new
bolted also a ft of new Eng^l oak pointers shifting with the hook immediately
below the bow port for loading the lower hold— The deck & hold beams
clamps & stringers all new—the thick or spirketing plank in twin deck
ceiling new Amⁿ oak—the thin twin ceiling is good fir from old decks with
pitch pine & 3 or 4 good old Eng oak plank—the ceiling in the lower
hold is all new except not more than 5 or 6 plank at each end of
ship of good sound Eng^l oak taken off the outside— ten new hold
beams viz 2 new Amⁿ oak & 8 from the above named brig Thomas
which are Baltic oak and appear sound & good— fastenings to hold
beams good— 8 new Eng^l oak deck beams— others all appear sound
and fastenings very good— Decks all new yellow pine—the
waterways new pitch pine—the windlasses refit and all belonging
to them appear very good—the comings and other appendages to deck all new
the plank sheen sheen strikes topsides blackstrakes & wales all new.
the plank from wales to keel all new except some shortboards
not removed viz on the larboard side ten strakes next
below the wales run out new to the stern & 3 strakes run out
aft to the counter new— others gently run out to & shift with shortboards
On the starboard side 5 strakes new elm run out to the stern &
8 strakes next below the wales run out to counter new Amⁿ elm
others shift with short boards—the transom knees new bolted
green in bottom oak fir & Amⁿ elm & those above of Eng^l oak—
she has very hollow quarters and very much dead wood the plank on which with bolts have
not been drawn disturbed—

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

I am of opinion this Vessel should be Classed A.1 I am also of opinion that if the owner had given timely
notice that she should be surveyed for restoration she might have been restored to the first class
for as long a period as the material she is repaired with will admit and that she so
now designed being in my opinion fit for the safe conveyance of any perishable goods anywhere
The Amount of the Fee..... £..... As received by me, so far as it is prudent to do being unfastened
Special £..... Tho^s Jackson

Committee's Minute 9th January 1844

Character assigned A.1 1 As length of Dec 2 1843
London 4 Dec 1842 The above appears to be a correct description
of the repairs as far as can now be seen by us and she is in good and
efficient condition and may be classed as recommended by Mr Jackson
provided the materials used in the repair precludes