

No. 2147 Survey held at Hindbourn Date Sept 10th 1874
 on the Schooner Exile Master Wm. Monroe
 Tonnage Old 280 Built at Hindbourn When built 1843 Launched 1844
 By whom built A. Anderson Owners Wm. Anderson
 Port belonging to Hindbourn Destined Voyage Whale
 If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	110	10	11	10		24	4	13	6					
Scantlings of Timber.														
TIMBER AND SPACE	24	11	11	8	8	8	8	8	8	8	8	8	8	8
Floors	10	11	11	8	8	8	8	8	8	8	8	8	8	8
1 st Foothooks	9 1/2	9 1/2	9 1/2	7	7	7	7	7	7	7	7	7	7	7
2 nd Ditto	9	9	9	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
3 rd Ditto	7	7	7	6	6	6	6	6	6	6	6	6	6	6
Top Timbers	7	7	7	6	6	6	6	6	6	6	6	6	6	6
Deck Beams	19	11	11	8	8	8	8	8	8	8	8	8	8	8
Deck Beams, length amidships	22	8	8	8	8	8	8	8	8	8	8	8	8	8
Hold Beams	4	11	11	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
Hold Beams, length amidships	22	6	6	6	6	6	6	6	6	6	6	6	6	6
Keel	12	10	10	10	10	10	10	10	10	10	10	10	10	10
Scarphs of Ditto	7 1/2	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4
Keelsons	12	14	14	11	11	11	11	11	11	11	11	11	11	11
Scarphs of Ditto	7 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	1 1/2	2 1/2	Limber Strakes	3 1/2	3
Garboard to Bilge	3	2 1/2	Bilge Planks	3 1/2	3
Bilge Planks	4 1/2	2 1/2	Ceiling in Flat	2 1/2	2
Bilge to Wales	3	2 1/2	Ditto Bilge to Clamp	2 1/2	2
Wales	4 1/2	4	Hold Beam Clamps	3 1/2	3
Topsides	3	3	Deck Beam Ditto	2 1/2	2 1/2
Sheer Strakes	3 1/2	3	Ceiling 'twixt Decks	2 1/2	2
Plank Sheers	2 3/4	2 1/2	Hold Beam Shelves	7 mm	-
Water-Ways	8 1/4	-	Deck Beam Ditto	3	-
Upper Deck	5 1/2	5			
Lower Deck	3	2 1/2			
Ditto, faying surface against Timbers	5 1/2	5			
Upper Deck	3	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadwood abaft	-	1 1/2	1	Transoms and throats of Hooks	-	1 1/2	7/8
Scarphs of Keel, N ^o 7	7/8	-	3/4	Arms of Hooks	1 3/16	-	1 1/16
Keelson Bolts through Keel at each Floor	-	1 1/2	7/8	Thro' Bilge & Limber Strakes	1 3/16	-	1 1/16
Bolts thro' Heels of Timbers against Deadwood	-	3/4	1 1/16	Thickstuff over Double Floors	5/8	5/8	5/8
				Butt End Bolts	5/8	5/8	5/8
				Pintles of the Rudder	2 1/4	2	2
				Hold Beam Bolts in Waterway	-	-	-
				Hold Beam Bolts in Shelf or Clamp	1 3/16	-	1 3/16
				Deck Beam Bolts in Waterway	-	-	-
				Deck Beam Bolts in Shelf or Clamp	1 3/16	-	1 3/16
				Nails or Bolts in Flat of Deck	-	-	-
				Treenails	1 1/4	-	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 24 Inches. The Space between the Top-Timbers is 24 Inches.
 The Floors consist of White Oak & Spruce. The First Foothooks of White Oak & Spruce.
 The Second Foothooks of White Oak & Spruce. The Third Foothooks and Top Timbers of White Oak & Spruce.
 The Shifts of the First and Second Foothooks are not less than 4 feet. N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are the same.
 The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is good.
 The frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
 The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.
 The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is White Oak of Windlass is White Oak.
 The Keel is White Oak. The Main Keelson is White Oak and is free from all defects.
 The Stem, and Stern Post of White Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Spruce. Deadwood, of Spruce and are well free from all defects.

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is White Oak & Spruce
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark White Red pine.
 From the Light Water Mark to the Wales White Red pine.
 The Wales and Black-strakes are White Oak. The Topsides & Sheer-strakes White Oak & Red pine.
 The Spirketting and Plank-sheers White Oak & Red pine. The Water-ways { Upper Deck Red pine & Spruce
 Lower Deck White Oak.
 The Decks Yellow pine. State of Decks good.
 The Shifts of the Planking are not less than five 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 three between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are White Oak & Red pine.
 The Ceiling, Lower Hold, and between Decks Red pine. Shelf Pieces and Clamps Red pine & Spruce.

Fastenings.—To Hold Beams, Secured with Spruce Joggins driven to each beam and a pair of three riders through bottom of clamps.
 Deck Beams Secured with Spruce Joggins driven to each beam and a pair of three riders through bottom of clamps.

Number of Breasthooks Three. Pointers 2 pair. Crutches one pair.
 Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
 Bilge and Limber Strakes all bolted through and clenched. Treenails of White Red pine How Made planned.
 Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship good.

We certify that the above is a correct description of the several particulars therein given.
 Builder's Signature _____ Surveyor's Signature Wm. Halliday

2147 abn

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.		Fathoms.	Inches.	No.	Weight.
	Fore Sails,	Chain ^{Dem} <u>100</u>	<u>1 1/2</u>	Bow	<u>3</u>
	Fore Top Sails,	Hempen Stream Cable	<u>5 1/2</u>	Stream,	<u>1</u>
	Fore Topmast Stay Sails,	Hawser	<u>5</u>	Kedge,	<u>1</u>
	Main Sails,	Towlines	<u>7</u>		
	Main Top Sails,	Warp	<u>3 1/2</u>		
	and <u>all new.</u>	All of <u>good</u> quality.			

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

She has One Long Boat and One other.

The present state of the Windlass is Good Capstan new Rudder Good Pumps 2 Good.

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed May 12th 1803.

2nd. When the Beams are put in, &c. July 15th 1803.

3rd. { When completed, and before the plank be painted or payed } July 18th 1803.

This vessel is well built of good & sound material of the seven years grade, the garboard strakes are horizontally bolted through the keel, and each other, and clenched, the bilge & limber strakes are through bolted & clenched, in accordance with rule Sect 4th. The windlass is well fitted with patent purchase, she has also a double winch, and all other necessary fittings for her destined voyage.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good.

If Sheathed, Doubled, Felted, or Coppered None When last done

I am of opinion this Vessel should be Classed J.A.S.

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special£ : :
Certificate£ : : 2 : 0 :

Committee's Minute 12th February 1804

Character assigned A for 7 years

William Walling
 Total amount received with
 Expenses £ 11 : 0 : 0

Order of Survey with
 Bill of Lading
 May 12th July 15th
 July 18th 1803
 Lloyd's Register
 Foundation