

No. 2173 Survey held at Gormonville Date May 31st 2173
 on the Schooner, Reaper, Master J. Cook,
 Tonnage Old 214 Built at Gormonville, When built 1843 Launched May 1844
 By whom built Wm. Rimlock, Owners Wm. Anderson,
 Part belonging to Gormonville, Destined Voyage Atlantic.
 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.	
	93	0	0	22	0	12		0	0							
Scantlings of Timber.																
TIMBER AND SPACE	23	11	11	19	7 1/2	7 1/2	7 1/2	Outside.	7	2 1/4	Limber Strakes	4	2 1/4			
Floors	9 1/2	11	11	7 1/2	7 1/2	7 1/2	Garboard to Bilge	3	2 1/4	Bilge Planks	3 3/4	2 3/4				
1 st Foothooks	9 1/2	9	9	6 1/2	6 1/2	6 1/2	Bilge to Wales	3	2 1/4	Ceiling in Flat	2 1/2	1 3/4				
2 nd Ditto	8 1/2	8	8	6	6	6	Wales	3 3/4	3 1/2	Ditto Bilge to Clamp	2 1/2	1 3/4				
3 rd Ditto	7 1/2	7	7	5 3/4	5 3/4	5 3/4	Top-sides	3 1/2	2 1/2	Hold Beam Clamps	2 1/2	2 1/2				
Top Timbers	3 1/2	7	7	5 3/4	5 3/4	5 3/4	Sheer Strakes	3	2 1/2	Deck Beam Ditto	2 1/2	2 1/4				
Deck Beams, length amidships	20 1/2	11	11	11	11	11	Plank Sheers	2 1/2	2 1/2	Ceiling 'twixt Decks	2 1/2	1 3/4				
Hold Beams, length amidships	21 1/2	11	11	11	11	11	Water-Ways	8	2 1/2	Hold Beam Shelves	6	1 1/2				
Keel	11	13	13	9	9	9	Ditto, faying surface against Timbers	5 1/2	4 1/2	Deck Beam Ditto	11	2 1/4				
Scarp of Ditto	6 11	13	13	9	9	9	Upper Deck	2 3/4	2 1/2							
Keelsons	11	13	13	11	11	11	Lower Deck									
Scarp of Ditto	6 6	13	13	11	11	11										

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

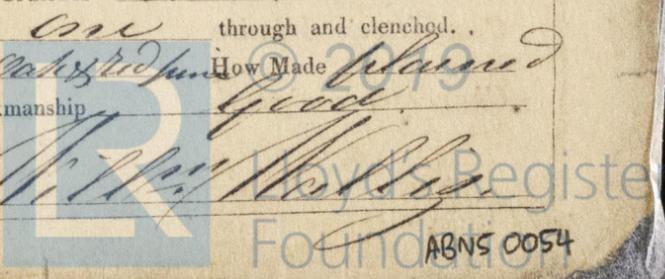
	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Dead'w'd abaft	1	1 1/2	1 1/2	Transoms and throats of Hooks	1	1 1/2	1 1/2
Scarp of Keel, N ^o 6	3/4	3/4	3/4	Arms of Hooks	3/4	3/4	3/4
Keelson Bolts through Keel at each Floor	1	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	3/4	3/4	5/8
Bolts thro' Heels of Timbers against Deadwood	3/4	1 1/2	1 1/2	Thickstuff over Double Floors	5/8	5/8	3/8
				Butt End Bolts	2 1/4	2 1/4	2
				Pintles of the Rudder			
				Hold Beam Bolts in			
				Waterway			
				Knees	3/4	3/4	3/4
				Shelf or Clamp			
				Deck Beam Bolts in			
				Waterway			
				Knees	3/4	3/4	1 1/2
				Shelf or Clamp			
				Nails or Bolts in Flat of Deck			
				Treenails			1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2-3 Inches. The Space between the Top-Timbers is 3-4 Inches.
 The Floors consist of Baltic Oak, The First Foothooks of Baltic Oak,
 The Second Foothooks of W^h of Spruce, The Third Foothooks and Top Timbers of W^h of Spruce,
 The Shifts of the First and Second Foothooks are not less than 3 feet 8, 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 alternate 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 B^l Oak Windlass is Balt Oak
 The Keel is Am^{er} Elm, The Main Keelson is Balt red pine, and is free from all defects.
 The Stem, and Stern Post of Baltic Oak, The Transoms, Knight Heads, Hawse Timbers, and Aprons of Balt^{ic} Oak & Spruce, Deadwood, Balt^{ic} Oak & Spruce and are well free from all defects.
 The Deck and Hold Beams Balt^{ic} Oak & Spruce The Breasthooks of Spruce The Knees of Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Am^{er} Elm & Balt red pine, or to the First Foothook Heads }
 From the above named Height to the Light Water Mark Baltic red pine.
 From the Light Water Mark to the Wales Red pine & Spruce.
 The Wales and Black-strakes are Balt^{ic} Oak, The Topsides & Sheer-strakes Balt^{ic} & Am^{er} Oak.
 The Spirketting and Plank-sheers Baltic Oak & Red pine. The Water-ways { Upper Deck Red pine.
 Lower Deck Am^{er} Elm & Spruce.
 The Decks Yellow pine, State of Material 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 Am^{er} Elm & Spruce.
 The Ceiling, Lower Hold, and between Decks Balt red pine. Shelf Pieces and Clamps Spruce & Red pine.
Fastenings.—To Hold Beams Iron securing to each beam, & 4 pair of Iron Nails through bolted & clenched,
 Deck Beams Secured with Fell binders to each beam, & 4 pair of Iron Nails through bolted & clenched.

Number of Breasthooks Four. Pointers 2 pair Spruce. Crutches One.
 Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
 Bilge and Limber Strakes 1 1/2 bolted through and clenched. Treenails Balt^{ic} Oak & 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 William Rimlock Surveyor's Signature W. H. Lloyd



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 .	Weight.	
	Fore Sails,	Chain <i>12 1/2 3/4</i> <i>10</i>	70	1 1/2	Bow, <i>12 1/2 3/4</i> <i>10</i>	2 10-3-14
	Fore Top Sails,	<i>10</i> <i>10</i>	75	1	<i>1 1/2</i> <i>10</i> <i>10</i>	9-3-24
<i>on sail</i>	Fore Topmast Stay Sails,		75	5 1/2	Stream,	1 3-2-
<i>Complete</i>	Main Sails,		75	7		
<i>4 square</i>	Main Top Sails,		75	4 1/2	Kedge,	1 2--
<i>Span</i>	and <i>all new.</i>	All of <i>good</i> quality.	75	3		

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 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 Oct^r 19th 1863.
 - 2nd. When the Beams are put in, &c. Nov^r 11th 1863.
 - 3rd. { When completed, and before the plank be painted or payed } April 26th 1864.

This vessel is well built of good & sound material for the seven years grade, the garboard strakes are horizontally bolted through the keel & each other, Orider Nelson fitted of Baltic red pine moulded 1 1/2 inches, through bolted in each floor, the bilge & timber strakes are through bolted and clinched in accordance with rule Sect 46. The caulking has beenayed in sundry parts and found in good condition, The Windlass is fitted with Patent purchase, She has also a double winch & all other necessary fittings for her destined voyage, The Chain Cables are 15 fathoms short of the length required by rule, The Owner has promised to supply the deficiency and to send me the Duties Certificate,

Extract from Mr. Wallis's letter dated 4th June 1864

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 F. A.

The Amount of the Fee.....£ 2 : - : - is received by me, Mr. Wm. Wallis

Special£ - : - :
Certificate£ : 2 : 6

Total rec^d with Expenses

Committee's Minute 3rd June 1864

Character assigned A - for 7 years

To have fee 1/6

Dates of surveys while building
Oct^r 19th 1863.
Nov^r 11th 1863.
March 2nd 1864
April 26th 1864
May 26th 1864

