

No. 217 Survey held at Buckie, Date July 1864
 on the W. Mary River, Master G. Young & Sons
 Old Tonnage 244. Built at Buckie. When built 1864 Launched July 1864
 New 192. By whom built G. Young & Sons Owners Mr. Bowditch
 Port belonging to Falmouth Destined Voyage Baltic, 21st
 Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
	IN SHIP.		Moulded.		Sided.		REQUIRED PER RULE.		Moulded.		Thickness of Plank.		IN SHIP.		Required per Rule.	
Scantlings of Timber.	On	On	Middle.	Ends.	On	Middle.	Sided.	On	Middle.	Ends.	Outside.	Inches.	In Ship.	Required per Rule.	Inside.	INCHES.
TIMBER AND SPACE	21	2	-	-	20	-	-	23	11	11	Garboard Strakes ..	5 $\frac{1}{2}$	1 $\frac{1}{2}$	Limber Strakes	3 $\frac{1}{2}$	3
Floors	11	11	11	8	8	8	8	2 $\frac{3}{4}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	Garboard to Bilge ..	2 $\frac{3}{4}$	2 $\frac{3}{4}$	Bilge Planks	3 $\frac{1}{2}$	3
1 st Foothooks	8 $\frac{1}{2}$	9	9	7	7	7	7	4	4	2 $\frac{1}{2}$	Bilge Planks	4	2 $\frac{1}{2}$	Ceiling in Flat	2 $\frac{1}{2}$	2
2 nd Ditto	8	8	8	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6 $\frac{1}{2}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	2 $\frac{3}{4}$	Bilge to Wales	2 $\frac{3}{4}$	2 $\frac{3}{4}$	Ditto Bilge to Clamp	2 $\frac{1}{2}$	2
3 rd Ditto	7	7	7	6	6	6	6	4	4	4	Wales	3	4	Hold Beam Clamps ..	2 $\frac{3}{4}$	3
Top Timbers	7 $\frac{1}{2}$	7	7	6	6	6	6	3	3	3	Topsides	3	3	Deck Beam Ditto ..	2 $\frac{3}{4}$	2 $\frac{1}{2}$
Deck Beams, length amidships	4 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8	8	8	3	3	3	Sheer Strakes	3	3	Ceiling 'twixt Decks	2 $\frac{3}{4}$	2
Hold Beams, length amidships	13 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	Plank Sheers	2 $\frac{1}{2}$	2 $\frac{1}{2}$	Hold Beam Shelves ..	2 $\frac{1}{2}$	1 $\frac{1}{2}$
Keel	10 $\frac{1}{2}$	13	13	10	10	10	10	8	8	8	Water-ways { Upper Deck	8	8	Deck Beam Ditto ..	2 $\frac{3}{4}$	2 $\frac{1}{2}$
Scarps of Ditto	6 $\frac{1}{2}$	-	-	5 $\frac{1}{2}$	-	-	-	n.m.	n.m.	n.m.	Ways { Lower Deck	n.m.	n.m.	Hold Beam Shelves ..	2 $\frac{1}{2}$	1 $\frac{1}{2}$
Keelsons	11	11	9	11	11	11	11	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$	Ditto, faying surface against Timbers ..	5 $\frac{1}{2}$	5	Deck Beam Ditto ..	2 $\frac{3}{4}$	2 $\frac{1}{2}$
Scarps of Ditto	6 $\frac{1}{2}$	-	-	5 $\frac{1}{2}$	-	-	-	2 $\frac{1}{2}$	2 $\frac{1}{2}$	2 $\frac{1}{2}$	Upper Deck	2 $\frac{1}{2}$	2 $\frac{1}{2}$			

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	Hold Beam	Waterway ..	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1	1	Transoms and throats of Hooks	1	1	Bolts in	Knees	1	1	1
Scarps of Keel, N°	3 $\frac{1}{2}$	3 $\frac{1}{2}$	Arms of Hooks	3 $\frac{1}{2}$	3 $\frac{1}{2}$	Deck Beam	Waterway ..	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Keelson Bolts through Keel at each Floor	1	1	Thro' Bilge & Limber Strakes	3 $\frac{1}{2}$	3 $\frac{1}{2}$	Bolts in	Knees	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
Bolts thro' Heels of Timbers against Deadwood	3 $\frac{1}{2}$	3 $\frac{1}{2}$	Thickstuff over Double Floors	-	-	Nails or Bolts in Flat of Deck	Shelf or Clamp	3 $\frac{1}{2}$	3 $\frac{1}{2}$	3 $\frac{1}{2}$
			Butt End Bolts	5 $\frac{1}{2}$	5 $\frac{1}{2}$	Treenails	Shelf or Clamp	5 $\frac{1}{2}$	5 $\frac{1}{2}$	5 $\frac{1}{2}$
			Pintles of the Rudder	2	2	Inches	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$	1 $\frac{1}{2}$

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 $\frac{1}{2}$ Inches. The Space between the Top-Timbers is 3 $\frac{1}{4}$ Inches.

The Floors consist of

Larch,

The First Foothooks of

Larch,

The Second Foothooks of

Larch,

The Third Foothooks and Top Timbers of

Larch,

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 $\frac{1}{3}$ 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 Larch of Windlass Bld. Post.

The Keel is ~~and~~ Elm. The Main Keelson is Ball Ted pine and is free from all defects.

The Stem, and Stern Post of Bld. Post.

The Transoms, Knight Heads, Hawse Timbers,

and Aprons of Larch and are well free from all defects.

The Deck and Hold Beams of Larch,

The Breasthooks of

Larch The Knees of Larch Pine

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is ~~and~~ Elm of Red pine

or to the First Foothook Heads

Larch of Red pine,

From the above named Height to the Light Water Mark

Larch of Red pine,

From the Light Water Mark to the Wales

Larch of Red pine.

The Wales and Black-strokes are

Larch of Red pine. The Topsides & Sheer-strokes Red pine of Dark Oak.

The Spirketting and Plank-sheers Larch of Dark Oak.

The Water-ways { Upper Deck Red pine of Dark Oak
Lower Deck very liguid

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-strokes and Bilge-strokes are Larch of Dark Oak.

Shelf Pieces and Clamps Ball red pine.

The Ceiling, Lower Hold, and between Decks ~~and~~ Red pine.

Fastenings.—To Hold Beams ~~are~~ Larch Lodging knees to each beam, 2 pair of knee riders through bolted & clenched.

Deck Beams Secured with Larch Lodging knees to 4 pair of knee riders through bolted & clenched.

Number of Breasthooks Glaree Pointers 3 pair Larch Crutches one Larch.

Butt End Bolts are Yellow metal in the Bottom two Bolts in each Butt End Glaree through and clenched.

Bilge and Limber Strakes 1 $\frac{1}{2}$ bolted through and clenched. Treenails of Red pine How Made planed

Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Glaree.

We certify that the above is a correct description of the several particulars therein given

Builder's Signature G. Young & Brothers, Surveyor's Signature Willm. Phillips ABNS 0057

Lloyd's Register
Foundry

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

2176 Abn

She has SAILS.

No.
Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,
~~Shore~~ and all Masts,

CABLES, &c.

	Length	Fathoms.	Inches.
Chain	101	101	1
Hempen Stream Cable		-	-
Hawser	71	71	6
Towlines	71	71	7
Warp	71	71	5
All of <u>Good</u> quality.	71	71	4

ANCHORS, and their weights.

Nº.	Weight.
Bowed	1000 lbs
ob ^d	100 -
Stream,	2.327
Kedge,	1.000

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 March 11th 1804
2nd. When the Beams are put in, &c. April 25th 1804
3rd. { When completed, and before the plank be painted or payed} July 4th 1804

This Vessel is well built of good & sound material for the Seven Years trade. The garboard staves are horizontally bolted through the keel & each other, A wider staves fitted of arch moulins & brishes through in each floor. The Big & timber staves are strongly bolted & clinched in accordance with rule Sect 46. The windlass is well fitted with patent purchase, She has also a double rudder & all other necessary fittings for her destined Voyage, —

The Caulking has been tried in many parts of bottom on both sides of the ship to find all sound and good.

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

Y. A. t.

The Amount of the Fee £ 3 : - : - is received by me,

William Wallis

Special £ - : -

Total amount paid with Expenses

Certificate £ - : 2 : 11.

£ 11. 11.

Committee's Minute 8th July 1804

Date of Surveyors certificate being

March 11th 1804

April 25th 1804

July 4th 1804

Character assigned

A 1 for 7 years

Lloyd's Register
Foundation