

No. 171 Survey held at Port Madoc Date 3rd Nov 1845

on the Smack Lamb Master Robert Jones

Tonnage 36 Built at Dwllkei When built in 1814

By whom built Thomas Griffiths Owners John Evans &c

Port belonging to New Port Madoc Destined Voyage Port Madoc to Dieppe France

If Surveyed Afloat or in Dry Dock have been on Black, 20th Aug 44th Oct & lastly on hard Beach
Off. 10. 11, 193 Classed E. 2. Ship omitted

Length aloft	Feet. 43	Inches. 2	Extreme Breadth	Feet. 14	Inches. 7	Depth of Hold	Feet. 7	Inches. 8
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 8	Outside.			Inside.		
Floors	sided	7	Keel to Bilge	Inches. 2	Foot Waling	Inches. 2 1/2		
1 st Foothooks	"	6 1/2	Bilge Planks	4	Bilge Planks	2 1/2		
2 nd Ditto	"	5 1/2	Bilge to Wales	2	Ceiling in Flat	1 3/4		
3 rd Ditto	"	"	Wales	3	Ditto Bilge to Clamp	1 3/4		
Top Timbers	"	5	Topsides	1 1/2	Hold Beam Clamps			
Deck Beams	N ^o . of 13	7 1/2	Sheer Strakes	2	Deck Beam Ditto	5 1/2		
Hold Beams	N ^o . of	"	Plank Sheers	2	Ceiling 'twixt Decks			
Keel	"	8	Water-Ways	2	Hold Beam Shelves			
Kelsons	"	12	Upper Deck	2	Deck Beam Ditto			
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	Inches. 12/16		Copper.			Iron.		
Scarp of Keel	N ^o .		Bolts thro' the Bilge and Foot Waling	Inches. 3/8	Hold Beam			
Floor Timber Bolts	3		Butt End Bolts	5/8	Deck Beam	3/4		
Kelson ditto	12/16		Lower Pintle of the Rudder	1 1/4				
Transoms and throats of Hooks					same in Iron above the Copper			
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is _____ Inches. The Space between the Top-timbers is _____ Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Green British Oak and are quite free from all defects.

The Floors and first Foothooks are composed of _____ Timber.

The other Foothooks and Top Timbers of _____

The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are _____

The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are _____ close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock.

The Main Kelson is composed of New Red Pine and the False Kelson of New American Elm

The Scarphs of the Kelsons are not less than _____ feet _____ inches. No Scarph

The Deck and Hold Beams are composed of New British Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm planks all new

From the first Foothook Heads to the Light Water Mark of American Elm

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of partly British Oak & 1st The Topsides of British Oak Elm

The Sheer-strakes and Plank-sheers of British Oak The Water-ways of _____

The Decks of new Yellow Pine planks State of Good quality

The Shifts of the Planking are not less than _____ 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 _____ between

Planking Inside.—The Limber-strakes are composed of American Elm the Bilge Planks of American Elm

The Ceiling, Lower Hold, of American Elm Between Decks of Elm & Yellow pine

Shelf Pieces of _____ Clamps of Red pine

Fastenings.—To Hold Beams

Deck Beams double Lodging British Oak knees from the Hatch forward & single from the Hatch

Number of Breasthooks 3 one of them New Pointers _____ Crutches _____

Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Bilge bolted through and clenched.

General Quality of Workmanship is good & firmly wrought

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

Builder's Name _____

Surveyor's Name John Jones

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 .	
	Fore Sails,	150	Chain		2	Bower,
	Fore Top Sails,		Hempen Stream Cable		1	Stream,
	Fore Topmast Stay Sails,	70	Hawser <u>New</u>	5	1	Kedge,
	Main Sails,		Towlines			
	Main Top Sails,	50	Warp <u>Do</u>	2 1/2		
	and 1 New Side the Other Sails,		All of _____ quality.			

1 New 1 Gaff

Her Standing and Running Rigging all new, Other good sufficient in size and _____ in quality.

She has One New Long Boat and _____

The present state of the Windlass is quite Sound Capstan _____ and Rudder Sound with New Rudder Case
with New Patent Pauls

General Remarks—Statement and Date of Repairs.

At Port Madoc in July 1845—This Vessel has been lifted on Blocks with the Intention of giving her a Complete Thorough repairs—Her Keel has been stripped off and replaced with new of American Elm The whole Ceiling from Nelson to Upper Deck Clamps has been stripped off in that state I was requested to see her on the 21st of August when the Owners requested my Opinion as to what Timber & Planks ought to be condemned—In searching the Floors we found the N^o 1 of 9 in the Midship more or less defective 11 First Footboards, 24 2nd Footboards, 30 Taptimbers, 3 Lower Transoms, the two Fashion pieces, 4 Counter Timber, the Two Knees, the whole of the Upper Deck viz Deck planks, Beams, Knees, Comings, Windlapp Bitts, Stem Aprons, Knight heads, Stauder Timber—All of which has been replaced with new & Sound British Oak Deck excepted All the Bolts in in Keel Nelson Breasthook, Deck fastenings has been stripped off and replaced with new planks of the quality described in the Other Side with the following exceptions—In Starboard Side 3 planks below Water, 1 piece of Wale & 3 pieces of plank in Topside, Port Side 1 plank below Water—3 pieces of Wale & 3 planks in Topside—All of which are British Oak, given new at Port Madoc in 1841—All the Stanchions, Rails, Bulwarks, Counter & Stern planks, Cabin &c are all new in fact She is nearly rebuilt / having turned out worst than expected otherwise the Owners would not meddle with her / but now in my Opinion she is fit to convey dry & perishable Cargoes & from any Port where a Vessel of her Size should be required

If Sheathed, Doubled, Felted, or Coppered _____

When last done _____

I am of opinion this Vessel should be Classed A-1

The Amount of the Fee £ / : is received by me, { John Jones

Certificate

Special £ : :

Committee's Minute 11th Novr 1845

Character assigned A-1 Keel & Deck all new all new

Placed to send a Certificate of the Classification of this Vessel