

No. 119 Port of Belfast Date 19th October 1835
 Survey of the Ship Enterprise Master William Gillies
 Tonnage 155 Owners John Colbourn in City Port belonging to Doole
 By whom built Not Mentioned Where built Dorset Merchant When built 1815
 Destined Voyage Said up in Belfast for sail

Dimensions.				Thickness of Plank.			
		Feet.	Inches.			Inches.	Inches.
Length of Keel	<u>74</u>	<u>2</u>	Depth of Hold	<u>12</u>	<u>11</u>	Outside.	Inside.
Rake of Stem	<u>4</u>		Lower Hold			Bilge to Wales	Ceiling below Hold Beams
D° of Stern Post			Between Decks			Short Hoods	Clamps and Bilge Planks
Extreme Breadth	<u>24</u>	<u>10</u>				Bilge Planks	Upper Deck Clamps and
						Bilge to Keel	Spirkettling
						Wales	Twixt Deck Ceiling
						Topsides	
						Shear Strake	
						Plank Shears	
Scantling of Timber.							
Timber and Space, each	<u>12</u>	<u>Between Floors</u>					
Floors in the middle	<u>9</u>	<u>11 English Oak</u>					
at the ends							
1 st Footbooks							
2 nd Footbooks							
3 rd Footbooks							
Top Timbers	<u>7</u>	<u>5 Juniper</u>					
Deck Beams	<u>7</u>	<u>1/2</u>					
at the Ends	<u>7</u>	<u>6 1/2</u>					
Knees	<u>8 1/2</u>	<u>7 1/2</u>					
Hold Beams	<u>8 1/2</u>	<u>7</u>					
at the Ends	<u>12</u>	<u>13 Juniper</u>					
Knees							
Main Kelson	<u>5 feet</u>						
Scarphs of Kelson							

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name

Surveyor's Name

Masts, Yards, &c.

	Quality of Wood.	Length, &c.
Bowsprit	<u>Good</u>	
Foremast	<u>Good</u>	
Main Mast	<u>Good</u>	
Mizen Mast	<u>Good</u>	

Cables, Cordage, &c.

	Fathoms.	Inches.
2 Cables, Hemp	<u>220</u>	<u>11 1/2 Good</u>
1 D° Iron. Hemp. Stream	<u>80</u>	<u>6 1/2</u>
1 Hawser	<u>90</u>	<u>5 1/2</u>
1 Towlines	<u>8 1/2</u>	<u>4</u>
1 st Warp		
2 nd D°		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } All Good

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

Owner's Name

Nautical Surveyor's Name

Sails.

N°.		Nos.
<u>2</u>	Fore Topmast Stay Sails	
<u>2</u>	Fore Sail	
<u>2</u>	Fore Topsails	
<u>2</u>	Main Sails	
<u>2</u>	Main Top Sails	
	And is generally well found in other sails.	

Anchors.

Nos.	
<u>2</u>	Bower
<u>1</u>	Stream
<u>2</u>	Kedge

Boats.

Number and Description.
<u>1 Long Boat</u>
<u>1st her stern boat on her Voyage from Liverpool to Belfast</u>



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SURVEYOR'S REMARKS.

Timbering. *Floorings and Girth Footboards Oak. I think it is English Oak.*
Stem frame chest boards top timbers but knees Juniper
 The Quality, *Good*
 Squaring, and
 Workmanship.

Planking. *Inside & Out Juniper All that I can see*
 Outside and Inside
 Quality, Edging, *Good*
 and Workmanship.

Fastenings. *Iron Fastened no butt edge bolts clushed through*
 If Sheathed,
 Doubled, or *Single bottom*
 Felted.

Repairs. *This Vessel has the appearance of two years old they*
report that she was all rebuilt in Newfoundland ¹⁸³³ and
nothing left but the keel floorings and girth footboards
this must have been done as they state as she has all the
appearance of being new the whole of the new repair is
Juniper has five hanging wooden knees diagonal from
deck beams on each side well bolted through the side
has a good patent windlass has a short floor with a good
deal of rig

General Observations *From the appearance of this Vessel and the way*
and Opinion as *she is found with the Rigging sails new two years since*
required by the *I would consider as good as a New Saint John's built*
Instructions. *Vessel My opinion is she will carry a dry and perishable*
cargo safe for some time I would think it should
come within Aiphong A 1

Since writing the above the builders certificate of Mr. Jones
has been sent from Poole of which I send you a copy

The Amount of the Fee, £ 1 : 1 : 0 is received by me.

George W. Robbins Surveyor

Committee Minute *30 October* 1835

Character assigned *A 1*

W. H. S. L.



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Foundation

1/1 Builders of a

2 Sloop Sma
Schooner

3/4 Sloop Sma
Carved
Sloop Sma
an

866
1000

4 Purchaser
Stam.
of them