

No. *2469* Survey held at *Richmond* Date, first Survey *24 May* Last Survey *24 Oct 1849*
on the Schooner *"Swift"* Master *M. W. W. W.*

TONNAGE under Tonnage Deck *91.90*
Ditto of Spar Deck, or Avening Deck
Ditto of Poop, or Raised Qr. Dk.
Ditto of Houses on Deck
Ditto of Forecastle
Gross Tonnage *91.90*
Crew Space, as per Rule *6.48*
Register Tonnage, cut on Beam *85.12*
Engine Room
Register Tonnage, as a Steamer, }
cut on the Beam

Built at *Richmond* When built *1844* Launched *22 October*
By whom built *Rodgers* Owners *Charles M. E. W. W.*
Port belonging to *Camptown* Destined Voyage *Coaster*
If Surveyed while Building, Afloat, or in Dry Dock *While building & afloat*

Length as per section 39	Feet	Inches.	Extreme Breadth Outside ..	Feet.	Inches.	Depth of Hold....	Feet.	Inches.	Number of Decks
Length of Keel	86	9	21	1 1/2			9	0	One
	80								
(Depth from limber strakes to under side of lower deck beam)									
Scantlings of Timber.			REQUIRED PER RULE.		Outside Plank.		INCHES.		Dimensions of Ship per Register, length 84.9 breadth 21.15 depth 9.0
TIMBER AND SPACE.....	18								
Floors	4 1/2	11	"	6	6	"			
1st Foothooks	4 1/2	8	"	6	6	"			
2nd Ditto	4	4	"	5 1/2	5 1/2	"			
3rd Ditto				"	"	"			
Top Timbers	6	5	"	4	4	"			
Deck } N° 16 Average } 4 fur	8 1/2	9	4	4	4	5 3/4			
Beams }									
Deck Beams, length amidships ..	19	fur							
Hold } N° Average } 4 fur									
Beams }									
Hold Beams, length amidships ..									
Keel	11	13	"	8	8	"			
Scarpns of Ditto	6	6	"	4 fur					
Keelsons	12	14	"	9	9	"			
Scarpns of Ditto Rider...	12	12	"	4 fur					

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

Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks	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
Scarpns of Keel, N° <i>1</i>	<i>2 1/4</i>	<i>16/16</i>	<i>11/16</i>	Arms of Hooks	<i>2 1/4</i>	<i>16/16</i>	<i>11/16</i>	Bolts in	Knees	<i>12/16</i>	<i>11/16</i>	
Keelson Bolts through Keel	<i>14/16</i>	<i>12/16</i>	<i>11/16</i>	Thro' Bilge and Limber Strakes	<i>10/16</i>	<i>9/16</i>	<i>11/16</i>	Deck Beam	Waterway ..	<i>12/16</i>	<i>11/16</i>	
at each Floor	<i>12/16</i>	<i>10/16</i>	<i>11/16</i>	Thickstuff over Double Floors ..	<i>10/16</i>	<i>9/16</i>	<i>11/16</i>	Bolts in	Knees	<i>12/16</i>	<i>11/16</i>	
Bolts thro' Heels of Timbers	<i>12/16</i>	<i>10/16</i>	<i>11/16</i>	Butt End Bolts	<i>8/16</i>	<i>7/16</i>	<i>11/16</i>		Shelf or Clamp	<i>8/16</i>	<i>7/16</i>	
against Deadwood	<i>10/16</i>	<i>9/16</i>	<i>11/16</i>	Short Bolts in Ceiling	<i>2</i>	<i>1 1/4</i>	<i>11/16</i>	Nails or Bolts in Flat of Deck		<i>1 1/8</i>	<i>8/16</i>	<i>7/16</i>
Frame Bolts	<i>10/16</i>	<i>9/16</i>	<i>11/16</i>	Pintles of the Rudder	<i>2</i>	<i>1 1/4</i>	<i>11/16</i>	TreenailsInches		<i>1 1/8</i>	<i>8/16</i>	<i>7/16</i>

Timbering.—The Space between the Floor Timbers and Lower Foothooks is *1* Inches. The Space between the Top-Timbers is *3* Inches.

The Floors consist of *French Oak & Chestnut* The First Foothooks of *English & French Oak*

The Second Foothooks of *E. & F. Oak* The Third Foothooks and Top Timbers of *E. & F. Oak*

The Main Keelson is *pitch pine* and is free from all defects. The Shifts of the First and Second Foothooks are not less than *3' 6"*

(The Rider Keelson is *pitch pine*) N.B. When less than prescribed by the Rule, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of *Oak* ditto. The rest of the Shifts of the Frame are

Deadwood, of *E. Oak & pitch pine* and ditto. The Frame is *well* squared from First Foothook Heads upwards,

The Stem, and Stern Post of *English Oak* ditto. and is free from sap, and from thence downwards, the frame is

The Deck and Hold Beams of *French & E. Oak (6 Oak)* The Frames are *frame* bolted together to the Gunwale.

Breasthooks of *E. Oak & Oak* Knees of *Oak* N.B. If not, state how bolted.

The Main piece of Rudder of *E. Oak* Windlass of *E. Oak* The Butts of the Timbers are *fitted* close together; their thickness not

(The Keel of *A. R. Elm*) less than *1/3* of the entire moulding at that place.

Planking Outside.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *pitch pine* The Frame is *cross* chocked with *a* Butt at each end of the chock.

From the above named height to the Wales *pitch pine & Oak*

The Wales and Black-strakes *pitch pine & Oak* The Topsides & Sheer-strakes *pitch pine*

The Spirketting and Plank-sheers *pitch pine* The Water-ways { Upper Deck

The Decks *Yellow pine* State of *Good* Lower Deck *pitch pine*

The Shifts of the Planking are not less than *6* Feet *0* 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 *pitch pine* Shelf Pieces and Clamps *pitch pine*

The Ceiling, Lower Hold, and between Decks *pitch pine*

Fastenings.—To Hold Beams *pitch pine*

Deck Beams *pitch pine*

Number of Breasthooks *three* Pointers *three* Crutches *two*

Butt End Bolts are of *Oak* in the Bottom *three* Bolts in each Butt End *one of same* through and clenched.

Bilge and Limber Strakes *Oak* bolted through and clenched. Treenails of *French & E. Oak* How Made *Turned*

Thickstuff over Double Floors *Oak* bolted through and clenched. General Quality of Workmanship *Superior*

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

Builder's Signature *Paul Rodgers*

Surveyor's Signature *James M. Neil*
Surveyor to Lloyd's Register of British and Foreign Shipping.

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

She has SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Fore Sails,	Chain	61	1 1/2	10 1/2	120	10 1/2	1	1	4.2.14	4.0.0.0	4 1/4	6 1/2
Fore Top Sails,		63	1 1/8	9 1/8	12 1/2	10 1/8	1	1	4.0.14	6.10.0.0	4 1/4	6 1/2
Fore Topmast Stay Sails,		45	5/8	4 1/2	45	4 1/2	1	1	1.2.26		1 1/2	
Main Sails,		60	1 1/2	10 1/2	120	10 1/2	1	1	3.4		3 1/4	
Main Top Sails,		60	5	4 1/2	45	4 1/2	1	1				
All of quality		60	4 1/2	10 1/2	120	10 1/2	1	1				

Her Standing and Running Rigging Good sufficient in size and Good in quality. She has One Long Boat and Good

The present state of the Windlass is Good Capstan Good and Rudder Good Pumps One Good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

Large tramped ports through bulwarks on each side

Cargo Hatchways.—How formed? Bar Comings State size 10' x 5'

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? —

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 12' x 6' 10"

Order for Special Survey, No. <u>43</u>	DATES of Surveys	1st. When the Frame is completed	<u>Mar 24 to June 20, 24</u>
Date <u>24 July 77</u>	held while build-	2nd. When the Beams are put in, &c.	<u>August 2, 9, 14, 23. September 4, 12,</u>
Order for Ordinary Survey, No. <u>—</u>	ing, as per Section <u>35.</u>	3rd. When completed, and before the plank be painted or payed	<u>25, 28. October 11, 23, 24</u>
Date <u>—</u>			
No. <u>4</u> in Builder's Yard.			

General Remarks.

This vessel is constructed, with increased scantlings, lagging iron knees all fore & aft, and 4 pairs of long Rider knees, in lieu of diagonal iron straps (as in the previous builder's Phoenice known as N^o 6 in said Report N^o 2432) and in all other respects with the Rules for the 10. A. 1 Class, viz.: 9 Years for materials and 1 Year for Sails; Section 34 having been complied with in full. The Afe for Ball used 5 1/2 tons is herewith attached

James M Neil

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

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled — When last done —

I am of opinion this Vessel should be Classed 10. A. 1. (Fitted)

The Amount of the Entry Fee £ 1 : 0 : 0 received by me, McNeil
Special £ 4 : 12 : 0 24/10/1877
Certificate Grates

(Travelling Expenses, if any, £ 4.4.0 M.N.

Committee's Minute 30th October, 18 77.

Character assigned — for 10 Years Adel
Sailed