

No. 8 Survey held at Bideford Date 8th March 1836
 on the Barge Laurina Master William Phillips
 Tonnage 202¹¹/₁₅ Built at Bideford When built in 1835 & 1836
 By whom built William Brook Owners Phillips, Mual & Tyer
 Port belonging to Liverpool Destined Voyage Slanelly
 If Surveyed Afloat or in Dry Dock in William Brook's building yards
Liverpool No 234

Length aloft.....^{Feet.} 89 ^{Inches.} 9 || Extreme Breadth^{Feet} 22 ^{Inches.} 8³/₈ || Depth of Hold^{Feet.} 15 ^{Inches.} 6

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each				Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3</u>
Floors..... sided	<u>12</u>	Moulded	<u>14</u> <u>9</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3¹/₂</u>
1 st Foothooks..... "	<u>9</u>	"	<u>10</u> <u>8¹/₂</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>2¹/₄</u>
2 nd Ditto..... "	<u>8</u>	"	<u>9</u> <u>8</u>	Wales	<u>4¹/₂</u>	Ditto Bilge to Clamp	<u>8¹/₂</u>
3 rd Ditto..... "	<u>8</u>	"	<u>8</u> <u>7</u>	Topsides	<u>2¹/₂</u>	Hold Beam Clamps	<u>4</u>
Top Timbers	<u>7</u>	"	<u>7</u> <u>5¹/₂</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>4</u>
Deck Beams	<u>9</u>	"	<u>9</u> <u>7</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>3¹/₂</u>
Hold Beams	<u>10</u>	"	<u>10</u> <u>9</u>	Water-ways	<u>1</u>	Hold Beam Shelves	<u>5</u> by <u>10</u>
Keel	<u>11</u>	"	<u>14</u> "	Upper Deck	<u>3</u>	Deck Beam ditto	<u>5</u> by <u>9</u>
Kelsons	<u>12</u>	"	<u>22</u>				

Copper.		Copper.		Iron.	
	Inches		Inches		Inches
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1</u>
Scarphs of Keel... <u>only one</u> ... N ^o . <u>1</u> -	<u>1</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>1</u> by <u>8</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder	<u>3</u>		
Kelson ditto.....	<u>1</u>			same in Iron above the Copper	<u>4</u>
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>3/4</u>				

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

Her Floors and first Foothooks are composed of Best Devonshire Oak Timber.
 Her other Foothooks and Top Timbers of Best Devonshire Oak
 Her Shifts of the first and second Foothooks are not less than three ft. 6 in. N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are four feet
 The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Devonshire Oak
 The alternate Frames are is bolted together. with 3/4 Iron Bolts
 The Butts of the Timbers are square close together; their thickness not less than — of the entire moulding at that place.
 The Frame is — chocked with one Butt at each end of the chock.
 The Main Kelson is composed of a fine piece of Devonshire Oak and the False Kelson of 44 ft. long 12 sided by 20 Moulded
 The Scarphs of the Kelsons are not less than 10 feet — inches.
 The Deck and Hold Beams are composed of the best Devonshire Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Devonshire Elm
 From the first Foothook Heads to the Light Water Mark of —
 From the Light Water Mark to the Wales of —
 The Wales and Black-strakes are of Best Devonshire Oak
 The Topsides of —
 The Sheer-strakes of —
 The Gunwales of — Water-ways of —

The Shifts of the Planking are not less than 5 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

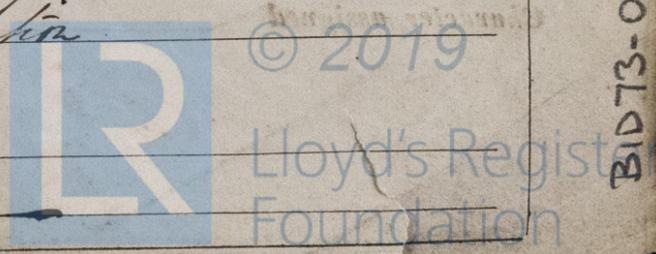
Planking Inside.—The Clamps are composed of Devonshire Oak the Stringers of — between. X

The Bilge Planks of Devonshire Oak and the remainder of the Ceiling of —
Fastenings.—To Hold Beams Iron Staple knees with iron Stranchions from Kelson to upper Deck
 Deck Beams Devonshire Oak knees 5¹/₂ & 5 inches sided
 Number of Breasthooks Five Pointers — Crutches —

Butts End Bolts are of 5/8 Copper in the Bottom, and One Bolt in each Butt End through and clenched.
 Bilge and Footwaling 5/8 & 3/4 bolted through and clenched.
 General Quality of Workmanship the very best quality & description

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

Builder's Name Wm Brook
 Surveyor's Name James Chappell



BID73-0008

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	1 3/8	2 Bower,
1	Fore Top Sails,	90	Hempen Stream Cable.....	9	1 Stream,
1	Fore Topmast Stay Sails,	90	Hawser	6	2 Kedge,
1	Main Sails,	90	Towlines	5	All of proper weight.
2	Main Top Sails,	90	Warp	4 1/2	
and <u>all the sails requisite</u>		All of <u>Best</u> quality.			

Her Standing and Running Rigging is new and sufficient in size and _____ in quality.

She has One 20 ft. Long Boat and One 17 ft. Jolly Boat

The present state of the Windlass is New Capstan New and Rudder New

General Remarks — ~~Statement and Date of Repairs.~~

This Tessel has been surveyed by me in her several stages whilst building according to prescribed rules. I have no hesitation in saying she is one of the best finished Tessels I composed of the best materials of any Tessel that has been built within these Ports for a number of years —

James Chappell
Surveyor

Made by Surveyor

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And _____ of opinion this Vessel should be Classed _____

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

James Chappell
Surveyor

Committee Minute 10 May 1836

Character assigned A 1 for 12 Years

[Signatures]

see Liverpool Survey
No 1314.
Committee Min 20 May 1836
Continued Cap 12 1/2

