

No. 8 Survey held at Bideford Date 8th March 1836
on the Barque Laurina Master William Phillips
Tonnage 202¹¹/₁₆ Built at Bideford When built in 1835 & 1836
By whom built William Brook Owners Phillips, Munnell & Tyer
Port belonging to Liverpool Destined Voyage Stanley
If Surveyed Afloat or in Dry Dock in William Brook's building yards
Liverpool No 2354

Length aloft.....^{Feet.} 89 ^{Inches.} 9 Extreme Breadth^{Feet.} 22 ^{Inches.} 8³/₄ Depth of Hold^{Feet.} 15 ^{Inches.} 6

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	12	Moulded	14 9
Floors..... sided	12		
1 st Foothooks..... "	9	"	10 8 ¹ / ₂
2 nd Ditto..... "	8	"	9 8
3 rd Ditto..... "	8	"	8 7
Top Timbers..... "	7	"	7 5 ¹ / ₂
Deck Beams..... "	9	"	9 7
Hold Beams..... "	10	"	10 7
Keel..... "	11	"	14 9
Kelsons..... "	12	"	22

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3
Bilge Planks.....	4	Bilge Planks.....	3 ¹ / ₂
Bilge to Wales.....	3	Ceiling in Flat.....	2 ¹ / ₄
Wales.....	4 ¹ / ₂	Ditto Bilge to Clamp.....	2 ¹ / ₂
Topsides.....	2 ¹ / ₂	Hold Beam Clamps.....	4
Sheer Strakes.....	3	Deck Beam Ditto.....	4
Plank Sheers.....	3	Ceiling 'twixt Decks.....	3 ¹ / ₂
Water-ways.....	1	Hold Beam Shelves.....	5 ¹ / ₄ 10
Upper Deck.....	3	Deck Beam ditto.....	5 ¹ / ₄ 9

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One Inchek. 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 inch. 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

Every alternate Frame 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 Scarpns 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

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.

The Bilge Planks of Devonshire Oak and the remainder of the Ceiling of —

Fastenings.—To Hold Beams Iron Staple Knives with 200 lb. Straps from Kelson to Upper Deck

Deck Beams Devonshire Oak Knives 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 William Brook

Surveyor's Name James Chappell

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 3/4	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 Vessel 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 Vessels I composed of the best materials of any Vessel that has been built within these Ports for a number of years —

James Chappell
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

Attest

see Liverpool Survey
No 1314.

Committee Min 20 May 1836

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