

Rec 10/2/49 *J.F.G.*

No. 549 Survey held at Barnstable Date 9 July 1849  
 on the Schooner Rose Master Philip Galot  
 Tonnage 89 Built at Barnstable When built 1849  
 By whom built John Westcott & Son Owners M<sup>rs</sup> Henry Jeffery & others  
 Port belonging to London Destined Voyage London  
 If Surveyed Afloat or in Dry Dock on the stocks & B'

Length aloft	Feet. <u>70</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>15</u> Inches. <u>8</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>1</u>	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>			
Timber and Space	each <u>18</u>	Inches. Middle <u>11</u> Ends <u>8</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>	
Floors	sided <u>9</u>	Moulded	Keel to Bilge	<u>2 1/4</u>	Foot Waling	<u>3</u>
1 <sup>st</sup> Foothooks	" <u>7 1/2</u>	"	Bilge Planks	<u>4</u>	Bilge Planks	<u>3</u>
2 <sup>nd</sup> Ditto	" <u>6 1/2</u>	"	Bilge to Wales	<u>2 1/4</u>	Ceiling in Flat	<u>2 1/2</u>
3 <sup>rd</sup> Ditto	" <u>6</u>	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>6</u>	"	Topsides	<u>2 3/4</u>	Hold Beam Clamps	<u>3</u>
Deck Beams N <sup>o</sup> <u>15</u>	Average Space <u>3 1/2</u>	"	Sheer Strakes	<u>2 3/4</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N <sup>o</sup> <u>None</u>	Average Space <u>1 cabin to forward</u>	"	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>10</u>	"	Water-Ways	<u>5</u>	Hold Beam Shelves	<u>5</u>
Kelsons	" <u>12</u>	"	Upper Deck	<u>3</u>	Deck Beam Ditto	<u>5</u>

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>5/8</u>	Hold Beam	
Scarphs of Keel N <sup>o</sup> <u>6</u>	<u>3/4</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>7/8</u>	Lower Pintle of the Rudder	<u>1 1/2</u>		
Kelson ditto	<u>7/8</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 1 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of all English Oak. The Shifts of the first and second Foothooks are not less than three feet 9 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2. The Frame is all squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 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 English Oak and the False Kelson of English Oak. The Scarphs of the Kelsons are not less than seven feet inches. The Deck and Hold Beams are composed of English Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Elm. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of all English Oak. The Water-ways of English Oak. The Decks of Quebec Yellow Pine State of Very Good. The Shifts of the Planking are not less than 5 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 strakes between English Oak the Bilge Planks of English Oak. **Planking Inside.**—The Limber-strakes are composed of English Oak. Between Decks of English Oak. Shelf Pieces of English Oak Clamps of English Oak. **Fastenings.**—To Hold Beams

Deck Beams wood lodging & locking pieces

Number of Breasthooks flows Pointers — Crutches —

Butts End Bolts are of 5/8 in the Bottom, and 1 Bolt in each Butt End through and clenched.

Bilge and Footwaling 5/8 bolted through and clenched.

General Quality of Workmanship Very Good

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature John Westcott & Son Surveyor's Signature James Brown

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
1	135	Chain .....	7/8	2	Bower, 7-00-13-6-2-17
	30		1 1/2	1	Stream, 2-3-2
1	70	Hempen Stream Cable .....	5 1/2	2	Kedge, 2-00-4-1-0-24
1	70	Hawser .....	4		
1	70	Towlines .....	3		
1	70	Warp .....			
and <u>all other necessary sails</u>		All of <u>Good</u> quality.			

Her Standing and Running Rigging is sufficient in size and Good in quality.

She has one Long Boat and —

The present state of the Windlass is Good Capstan — and Rudder Good

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

If Sheathed, Doubled, Felted, or Coppered by Messrs G. & Co. Liverpool to When last done July 1849

I am of opinion this Vessel should be Classed See letter annexed

The Amount of the Fee.....£ 1 : 1 : is received by me, J. P. Mounsey

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 13<sup>th</sup> July 1849

Character assigned 16<sup>th</sup> Dec 1849

12 Year  
J. P. Mounsey