

No. 225 Survey held at Bristol Date May 1837  
 on the Schooner "Cessey" Master W. Fisher  
 Tonnage 148 Built at Pill When built 1834  
 By whom built Morgan Owners Captain's Co.  
 Port belonging to Bristol Destined Voyage Sydney

If Surveyed Afloat or in Dry Dock In dry dock  
Lee Liverpool, Surveyed No 383 Classed "10 A"

Length aloft.....78 Feet. 8 Inches. Extreme Breadth .....20 Feet. 10 Inches. Depth of Hold .....13 Feet. - Inches.

**Scantlings of Timber.**

**Thickness of Plank.**

Name	Inches			Inches		Inches		Inches		
	Timber	Space	Side	Moulded	Middle	Ends	Outside	Inside	Inside	
Timber and Space	oak	22					Keel to Bilge <u>2 1/2</u>	Foot Waling	3	
Floors	sided	9 1/10		10 1/2			Bilge Planks <u>3 1/4</u>	Bilge Planks	4	
1st Foothooks	"	"	"	"	"	"	Bilge to Wales	2 1/2	Ceiling in Flat	2
2nd Ditto	"	"	"	"	"	"	Wales	4	Ditto Bilge to Clamp	2
3rd Ditto	"	"	"	"	"	"	Topsides <u>with spikes</u>	2 1/2	Hold Beam Clamps	
Top Timbers	seen in the air make	6 1/2		6 1/2			Sheer Strakes	3	Deck Beam Ditto	2 1/2
Deck Beams	8 ft. spaces	9		8	8		Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
4 Hold Beams	Do. Do.	9		9	9		Water-ways	4 x 12	Hold Beam Shelves	
Keel							Upper Deck	2 1/2	Deck Beam ditto	4 1/2 x 11
Kelsons	bolted through, alternate floors with copper	12		13						

**Size of Bolts in Fastenings.**

**Copper.**

**Copper.**

**Iron.**

Inches	Inches	Inches
Heel-Knee, and Dead Wood abaft		
Scarphs of Keel	N <sup>o</sup> .	Bolts thro' the Bilge and Foot Waling
Floor Timber Bolts		Butt End Bolts
Kelson ditto		Lower Pintle of the Rudder
Transoms and throats of Hooks		} same in Iron above the Copper {
Arms of Hooks		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 3/4 Inches. The Space between the Top-timbers is 24 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of gum and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.  
 Her other Foothooks and Top Timbers of seen in the air make are English Oak  
 Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is \_\_\_\_\_ squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_  
 The alternate Frames are \_\_\_\_\_ bolted together.  
 The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
 The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.  
 The Main Kelson is composed of English Oak and the False Kelson of (none)  
 The Scarphs of the Kelsons are not less than 7 feet, \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads 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 \_\_\_\_\_  
 The Wales and Black-strakes are of \_\_\_\_\_ where spotted  
 The Topsides of \_\_\_\_\_  
 The Sheer-strakes of \_\_\_\_\_  
 The Gunwales of Do Water-ways of African Oak  
 The Shifts of the Planking are not less than 4 1/2 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 English Oak the Stringers of African  
 The Bilge Planks of English Oak and the remainder of the Ceiling of English & African Oak

**Fastenings.**—To Hold Beams Iron horizontal Knee  
 Deck Beams ould bolts to a shelf with an Iron hanging knee to each beam  
 Number of Breasthooks Bulkheads up Pointers I could not inspect Crutches \_\_\_\_\_  
 Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.  
 Bilge and Footwaling are not bolted through and clenched.  
 General Quality of Workmanship \_\_\_\_\_

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name \_\_\_\_\_



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
<i>A complete</i>	Fore Sails,	<i>95 &amp; 70</i>	Chain . . . . .	<i>1 1/4</i>	2 Bower,
<i>Subst. in</i>	Fore Top Sails,	<i>100</i>	Hempen Stream Cable . . . . .	<i>7</i>	1 Stream,
<i>good lead</i>	Fore Topmast Stay Sails,		Hawser . . . . .		2 Kedge,
<i>order - all</i>	Main Sails,		Towlines . . . . .		All of proper weight.
<i>space main</i>	Main Top Sails,	<i>80</i>	Warp . . . . .	<i>5</i>	
<i>said for</i>			All of <i>good</i> quality.		
<i>said for</i>					
<i>and</i>					

Her Standing and Running Rigging is *in good order* sufficient in size and *good* in quality.

She has *Two Boats* a Long Boat and *Scrub*

The present state of the Windlass is *good* Capstan \_\_\_\_\_ and Rudder *in efficient order*

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

The Owner of this vessel being much dissatisfied with the character assigned to her from the Liverpool report in 1834 upon the plea that as she was surveyed afloat it was impossible the Surveyors could obtain all the information requisite;—he has now requested me (the vessel being in dock & shipped) to inspect her, and to report to the Committee any additional particulars which were before him from observation in the hope that they will at least raise her to 11 years

I have accordingly examined her very minutely and beg to offer the following remarks on her construction generally:— Her frame as far as I can inspect it, in the air state I appears to be of very good quality, and of ample dimensions - but the sharpness of the same; the method of chocking the timbers; and the absence of grain cut footboards (all very material information I apprehend for classification) I cannot of course offer an opinion upon; as all these are hid from observation. She appears however from all I can see of her, to be a substantial good vessel; well secured; and the only objection to her having the 11 years privilege that I can discover is; the shifting of some of the outside planks (especially on the bottom which is not in accordance with the regulations) - The want of Bridge foot walting Bots through clenched - The heels of some her feet for thwart being too short to take the gunboard strake The sharpness of the shelves not long enough - and a part of the waterway the Starboard side rather shaky which appears to have admitted water through - but which has now been caulked - Her bottom has been well caulked also - all the beams tried; the bottom re-caulked upon paper

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done *May 1837*

And \_\_\_\_\_ of opinion this Vessel should be Classed \_\_\_\_\_

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

*Edward Owen*

Committee Minute *13 June 1837*

Character assigned *A 1 for 10 years* *revised upon*

*at Court Com on 3 Aug 37* *revised upon*  
*Raised to A 1 for 11 years*

