

No. 314 Survey held at Bristol Date August 1838
on the Brig "William" Master William Wakeham
Tonnage 108 Built at Quebec When built 1828
By whom built _____ Owners Capt H^o
Port belonging to Bristol Destined Voyage uncertain
If Surveyed Afloat or in Dry Dock In dry dock

Length aloft.....		Feet. Inches.	Extreme Breadth		Feet. Inches.	Depth of Hold		Feet. Inches.
70			19		3 1/2	11		0

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space..... each	2 1/4			Keel to Bilge	2 1/2	Foot Waling.....	3 1/2
Floors..... sided	1 1/2	Moulded	12	Bilge Planks	4	Bilge Planks	4 1/2
1 st Foothooks.....	"	"	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
2 nd Ditto.....	"	"	"	Wales	5	Ditto Bilge to Clamp	3
3 rd Ditto.....	"	"	"	Topsides	4	Hold Beam Clamps	"
Top Timbers	8 to 10	"	7	Sheer Strakes	3	Deck Beam Ditto.....	3 1/2
Deck Beams	9 to 11	"	10	Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/2
Hold Beams	"	"	"	Water-ways	4 1/2	Hold Beam Shelves	"
Keel	"	"	"	Upper Deck	2 1/2	Deck Beam ditto	4 1/2
Kelsons	13	"	15				

Room
No
Hog Kelson 13 x 6 - bolted in alternate places with Sea Clamps

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches		Inches		Inches
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts.....		Lower Pintle of the Rudder			
Kelson ditto.....					
Transoms and throats of Hooks					
Arms of Hooks				same in Iron above the Copper	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 2 Inches. The Space between the Top-timbers is 2 to 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of _____ and are _____ free from all defects.

Her Floors and first Foothooks are composed of American Oak Timber.

Her other Foothooks and Top Timbers of _____

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 well 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 American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 12 feet _____ inches.

The Deck and ~~Hold~~ Beams are composed of American Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Am^o Elm

From the first Foothook Heads to the Light Water Mark of American Oak

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of Do (where spotted)

The Topsides of Do

The Sheer-strakes of Do Decks, and state of, _____

The Gunwales of Do Water-ways of Am Oak

The Shifts of the Planking are not less than 5 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. The Planking is wrought 1-2 1/2 ft between.

Planking Inside.—The Clamps are composed of American Oak the Stringers of Am Oak

The Bilge Planks of Do and the remainder of the Ceiling of Do

Fastenings.—To Hold Beams

Deck Beams Double Wood Knees and a Shelf under

Number of Breasthooks 3 of Wood Pointers none Crutches _____

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched. with copper

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 ^{apparently in good} condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
<i>all</i> 1	Fore Sails,	150	Chain	15/16	2	Bower,
<i>repacked</i> 2	Fore Top Sails,	35	Bottom Hempen Stream Cable	7/8	1	Stream,
<i>in good</i> 2	Fore Topmast Stay Sails,	100	Hawser	4 1/2	1	Kedge,
<i>order</i> 1	Main Sails,		Towlines			All of proper weight.
1	Fore Topmast Main Top Sails,	70	Warp	4 1/2		
and <i>in help from in the masts</i>			All of <i>good</i> quality.			

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

She has *A* Long Boat and

The present state of the Windlass is *good* Capstan and Rudder *equally so*

General Remarks—Statement and Date of Repairs.

The Owner of this Brigantine having consented to the examination required by the rules of the Society for North American built vessels. I directed a stroke of Ceclery to be removed right fore and aft on each side so that her whole range of Timbers should be exposed to view immediately above the turn of the keel - which on inspection appears exceedingly sound and good and of large dimensions -

Her bottom has now been shipped - the Treunails tried, and those which were defective bored out and renewed - the plank proving remarkably good requiring nothing to be shifted. She has been built bolted from the keel down with 3/8 copper through clenched; and the bottom is sheathed upon paper to the light water mark.

Her deck, fastenings; waterways; plank shears; Topside; Water Scupper together with her Beams; Breasthooks; Nelson's Stems are generally (as far as I have had the means of inspection) in good order and I am of opinion she may be considered strong & safe to be classed *A. 1*

If Sheathed, Doubled, or Felted, *Copper to light mark on paper*
and Date when last done *August 1838*

And *I am* of opinion this Vessel should be Classed *A. 1*

The Amount of the Fee.....£ : 10 : 6 is received by me,

Edward New

Committee Minute *18 Sept* 183*8*

Character assigned *A. 1 S.S. 5 Years 1838*

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