

No. _____ Survey held at Bristol Date Nov 23rd 1839
 on the Schooner Ashley Master Edwards
 Tonnage 81 1/2 Built at Chepstow When built 1839 Oct^r
 By whom built Jones Owners Stone & Co
 Port belonging to Bristol Destined Voyage Ann Trade
 If Surveyed Afloat or in Dry Dock Afloat at Bristol

399
 [Signature]

Length aloft..... 68 ^{Feet} 10 ^{Inches} Extreme Breadth 18 ^{Feet} 0 ^{Inches} Depth of Hold 10 ^{Feet} 6 ^{Inches}

Scantlings of Timber:				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.		Inside.	
Timber and Space..... each	<u>9 1/4</u>			Keel to Bilge		Foot Waling.....	<u>2 1/2</u>
Floors..... sided	<u>8 1/2</u>	<u>Moulded</u>	<u>9</u>	Bilge Planks		Bilge Planks	<u>2 1/2</u>
1 st Foothooks.....	<u>7</u>			Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	
2 nd Ditto.....	<u>7</u>			Wales	<u>4</u>	Ditto Bilge to Clamp	<u>3</u>
3 rd Ditto.....	<u>7</u>			Topsides	<u>2</u>	Hold Beam Clamps	
Top Timbers	<u>6 5/4</u>		<u>5 1/2</u>	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3</u>
Deck Beams..... Number of <u>14</u>	<u>8</u>		<u>8</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	
Hold Beams..... Do. do.				Water-ways	<u>4</u>	Hold Beam Shelves	
Keel				Upper Deck	<u>2 1/2</u>	Deck Beam ditto	
Kelsons	<u>10 1/2</u>		<u>14 1/2</u>				

Copper. Iron		Copper. Iron		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.....				same in Iron above the Copper	
Transoms and throats of Hooks.....					
Arms of Hooks					

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 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.
 Her other Foothooks and Top Timbers of do

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 very nearly free from sap, and from thence downwards, the frame is the same

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 _____

The Scarphs of the Kelsons are not less than 6 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 Elm (Plank) & Oak above bilge

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 English Oak

The Topsides of _____

The Sheer-strakes of _____ Decks, and state of, of Pine Good

The Gunwales of _____ Water-ways of English Oak

The Shifts of the Planking are not less than 425 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 203 between gun & bilge

Planking Inside.—The Clamps are composed of English Oak the Stringers of _____

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams _____

Deck Beams 2 Wood Lodging Pins

Number of Breasthooks 2 Pointers _____ Crutches Marked

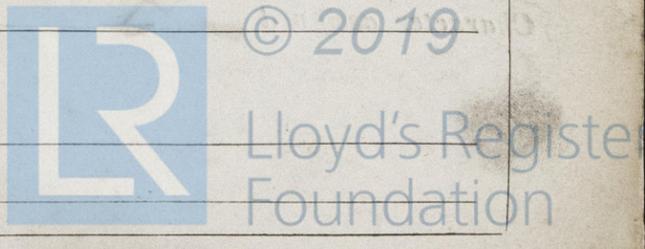
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling not yet bolted through and clenched. marked the bolts to be put in

General Quality of Workmanship Good

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

Builder's Name _____
 Surveyor's Name George Bayley



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. New

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
Fore Sails,	160	7 1/2	2
Fore Top Sails,	80	5 1/2	1
Fore Topmast Stay Sails,	80	4	1
Main Sails,	80	3	
Main Top Sails,	80	2	
and		All of <u>good</u> quality.	

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

She has One Long Boat and Jolly Boat

The present state of the Windlass is Good Capstan _____ and Rudder Good Lead Pumps Don't Fall

General Remarks—Statement and Date of Repairs.

The vessel is about to be docked to have the additional Ridge Bolts and a cutlet put in as marked by myself at the present time -

In answer to enquiring why she was not surveyed during the progress of Building? I was informed that the expenses were represented to be so ^{large} that the Builder declined incurring them. - The present owner is aware that she has one year not being surveyed whilst building. She appears to be in all parts to which I could gain access - a substantial and well built vessel of good sound & well squared materials, such as are required for Ships of the highest class.

If Sheathed, Doubled, or Felted, Single
and Date when last done _____

And I am of opinion this Vessel should be Classed 10A being one year off for not being surveyed whilst building

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

George Bayley

Committee Minute 26 Dec 1839

Character assigned A 1 pr 10 Years

