

No. 97 Survey held at Cerdiff Date 30 November 1836
 on the Snow Union Master John Fordeson
 Tonnage 200 Built at Cascomb County Gloucester When built 1803
 By whom built not known Owners Robert Clark
 Port belonging to London Destined Voyage Cerdiff to London
 If Surveyed Afloat or in Dry Dock Surveyed afloat

Length afloat.....82^{Feet}9^{Inches} Extreme Breadth.....25^{Feet}7^{Inches} Depth of Hold.....14^{Feet}0^{Inches}

Scantlings of Timber.

	each	inches	Moulded	inches
Timber and Space.....		<u>22</u>		
Floors.....	sided	<u>11</u>	<u>13 1/2</u>	
1 st Foothooks.....	"	<u>9 1/2</u>	<u>12 1/2</u>	
2 nd Ditto.....	"	<u>3 1/2</u>	<u>Proportion</u>	
3 rd Ditto.....	"	<u>8 1/2</u>	<u>6 1/2</u>	<u>6</u>
Top Timbers.....	"	<u>12</u>	<u>12</u>	
Deck Beams.....	Number of <u>12</u>	<u>12</u>	<u>12</u>	
Hold Beams.....	Do. Do. <u>10 to 12</u>	<u>12</u>	<u>10 to 12</u>	
Keel.....	"	<u>11</u>		
Kelsons.....	"	<u>14</u>	<u>25</u>	

Thickness of Plank.

Outside.	inches.	Inside.	inches.
Keel to Bilge.....		Foot Waling.....	<u>3 1/4</u>
Bilge Planks.....	<u>not seen</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....		Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4 1/2</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>3 1/2</u> <u>4 inches</u>
Water-ways.....	<u>4</u>	Hold Beam Shelves.....	<u>3</u>
Upper Deck.....	<u>2 1/2</u>	Deck Beam ditto.....	<u>3</u>

Size of Bolts in Fastenings.

Copper.	inches.	Copper.	inches.	Iron.	inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarpsh 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.....	<u>3</u>

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

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

Her other Foothooks and Top Timbers of British Oak

Her Shifts of the first and second Foothooks are not less than not seen N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not seen

The Frame is well squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is well squared and good examined by taking pieces out of the bilging.

The alternate Frames are not bolted together. not seen

The Butts of the Timbers are not close together; their thickness not less than not of the entire moulding at that place.

The Frame is not chocked with not Butt at each end of the chock. not seen

The Main Kelson is composed of British Oak and the False Kelson of the same

The Scarpsh of the Kelsons are not less than 7 feet 6 inches.

The Deck and Hold Beams are composed of British Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Skin to be English Elm

From the first Foothook Heads to the Light Water Mark of Skin to be English Elm

From the Light Water Mark to the Wales of Skin to be British Oak

The Wales and Black-strakes are of British Oak

The Topsides of British Oak

The Sheer-strakes of British Oak

The Gunwales of British Oak and Water-ways of the same

The Shifts of the Planking are not less than two Feet six Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. not general partial in the ends

The Planking is wrought one, two, three between the Stringers of the same and substantially

Planking Inside.—The Clamps are composed of British Oak

The Bilge Planks of British Oak and the remainder of the Ceiling of the same all new.

Fastenings.—To Hold Beams Wood Lodging Knees and 3 Iron Hanging Knees Etc side

Deck Beams Wood Lodging Knees and 3 Iron Hanging Knees Etc side

Number of Breasthooks 5 British Oak Pointers none Crutches none

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

Bilge and Footwaling iron bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name not known

Surveyor's Name Marion Kitching

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	150	Chain	1 1/8	2	Bower,
2	Fore Top Sails,	60	Stream Cable	3/4	1	Stream,
2	Fore Topmast Stay Sails,	60	Hawser	5	1	Kedge,
15	Main Sails, 1 Boysail	80	Towlines	4 1/2		All of proper weight.
2	Main Top Sails,	30	Warp	3		<i>Down broken New</i>
	and <i>and 100 fathoms of 1/2 inch rope</i>					

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

She has one Long Boat one Skiff one jolly Boat Good

The present state of the Windlass is secure Capstan Good and Rudder soundly Heavy.

General Remarks—Statement and Date of Repairs.

This vessel appears to have had large repairs inside, Apron to the Stem and Post hooks new. The Midship Beams are far apart in consequence of a long hatchway, new British Oak Stringers 8 in thick by 12 in wide bottom through the sides from Beam to Beam. Fastenings to the Hold and deck beams appear good, foot railing, Bilge planks and ceiling to the Hold beam clump is all new British Oak. ceiling between decks is Good two 3 in and two 4 in British Oak and a good Stringer under the deck beams. Pieces taken out of the ceiling to examine the timbers which is well found sound and Good. Gunwale planks and quick work Midships all new. also the point Strake midships Harbour side. These repairs done at Milford in 1832. The outside plank work and Topsides appear to be the original Build, seems no wider but the planks appear sound.

If Sheathed, Doubled, or Felted, Wood Sheathed 1 in fir, felt under
and Date when last done at Milford with the repairs 1832.

And I am of opinion this Vessel should be Classed E 1

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

Committee Minute 2 December 1832

Character assigned F. 2.

Attest Attest