

No. 413 Survey held at Cardiff Date December 14 1844
 on the Br "Daring" Master Joseph Crisp
 Tonnage 812 1/2 Built at Cardiff When built 1844
 By whom built R. Tredwen Owners Capt H.C.
 Port belonging to London Destined Voyage Leghorn
 If Surveyed Afloat or in Dry Dock Building — John Henry Riches.

Length aloft	84	Extreme Breadth	22 9	Depth of Hold	13 5
Scantlings of Timber.					
Timber and Space	each 20	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors	sided 10 1/2	Moulded 11	8 1/2	Outside.	Inside.
1st Foothooks	" 8 3/4	" 8 1/2	7	Keel to Bilge	Foot Waling
2nd Ditto	" 7 5/8	" 7	6	Bilge Planks	Bilge Planks
3rd Ditto	" 7 1/2	" 6	4 1/2	Bilge to Wales	Ceiling in Flat
Top Timbers	" 7	" 4 1/2	4 1/2	Wales	Ditto Bilge to Clamp
Deck Beams N ^o . of 20	Gr 3 1/2. Ld 2 1/2	" 9	6	Topsides	Hold Beam Clamps
Hold Beams N ^o . of 7	Gr 7 1/2. Ld 6 1/2	" 9	6	Sheer Strakes	Deck Beam Ditto
Keel	" 10	" 13	5	Plank Sheers	Ceiling 'twixt Decks
Kelsons	" 13	" 17		Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/2				
Scarp of Keel N ^o . 6	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1
Floor Timber Bolts	1 1/8	Butt End Bolts	3/4	Deck Beam	7/8
Kelson ditto	1 1/8	Lower Pintle of the Rudder	2 3/4		
Transoms and throats of Hooks	1 1/8			same in Iron above the Copper	1 1/2
Arms of Hooks	1				1

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 12 1/2 Inches. The Space between the Top-timbers is 40 7 Inches. The Stem, Stern Post, are composed of British Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Br Oak and are quite free from all defects.

The Floors and first Foothooks are composed of Br Oak Timber.

The other Foothooks and Top Timbers of Br Oak

The Shifts of the first and second Foothooks are not less than 4 feet 6 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

The Frame is well squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is the same

All The ~~alternate~~ Frames are well bolted together. to the gunwale N. B. If not, state how bolted.

The Butts of the Timbers are quite 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. according to the Rules

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

The Scarphs of the Kelsons are not less than five feet — inches.

The Deck and Hold Beams are composed of British Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Br Elm in the flat Bidges & Elm thence up Br Oak

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

From the Light Water Mark to the Wales of Br Oak

The Wales and Black-strakes are of Br Oak

The Topsides of Br Oak

The Sheer-strakes and Plank-sheers of Br Oak

The Water-ways of Br Oak

The Decks of Red pine

State of good & composition nailed

The Shifts of the Planking are not less than Five Feet — 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 2 & 3 between

Planking Inside.—The Limber-strakes are composed of Br Oak the Bilge Planks of Br Oak

The Ceiling, Lower Hold, of Br Oak

Between Decks of Br Oak

Shelf Pieces of Br Oak

Clamps of Br Oak

Fastenings.—To Hold Beams Stringer & Iron staple. Knees well bolted

Deck Beams Double knee British Oak

Number of Breasthooks Three

Pointers 2 Pairs aft & one pair fore Crutches one

Butts End Bolts are of 6opper in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling one bolted through and clenched.

General Quality of Workmanship good and substantial

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

Builder's Name Richard & Tredwen

Surveyor's Name John Henry Riches.

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
1	Fore Sail,	80	Chain	1 1/2	2	Bower, 11.2.0 - 10.2.5
2	Fore Top Sails,	80	Hempen Stream Cable	6 1/2	1	Stream, 4.2.-
2	Fore Topmast Stay Sails,	80	Hawser	4 1/2	2	Kedge, 2.5 - 1.2.-
1	Main Sail,	80	Towlines	3		
	Main Top Sails,	80	Warp	2 1/2		
	and sufficient other sails		All of <u>good</u> quality.			

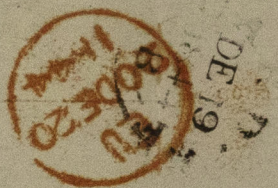
Her Standing and Running Rigging is quite sufficient in size and good in quality.

She has a good Long Boat and a good Tolly boat

The present state of the Windlass is good ^{of Gladstones patent} and Rudder good 2 Iron pumps & a good dble wind

General Remarks—Statement and Date of Repairs.

This vessel is well and faithfully built. All the materials for a twelve years' ship have been used and all the other requisites for that class fulfilled—a certificate is required for which I have received 5/-



Charles Graham Esq
No 2. White Lion Court
Cornhill
London.



If Sheathed, Doubled, Felted, or Coppered over paper with 24.22.30 oz When last done November 1844

I am of opinion this Vessel should be Classed 12-A1.

The Amount of the Fee.....£ 2 : - : - is received by me, John Henry Riches.

Special£ : :

Committee's Minute 20th Dec 1844

Character assigned A 1 for 12 years