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No. 78 Survey held at Cowes Date 6th of August 1840
 on the New Schooner Denia Master Thomas S. Stockman
 Tonnage old 179 new 133 Built at Cowes When built August 1840
 By whom built Thomas & John White Owners Mess^{rs} Cole & Nichols
 Port belonging to London Destined Voyage Denia
 If Surveyed Afloat or in Dry Dock _____

Length aloft	Feet. <u>84</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>20</u> Inches. <u>1</u>	Depth of Hold	Feet. <u>12</u> Inches. <u>5</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>20 1/4</u>	Inches. Middle <u>12</u> Ends <u>8</u>	Outside.	Inches.	Inside.	
Floors	sided <u>9</u>	Moulded <u>12</u> <u>8</u>	Keel to Bilge	<u>2 1/2</u>	Foot Waling	<u>2 1/2</u>
1 st Foothooks	" <u>7 1/2</u>	" <u>8</u>	Bilge Planks	<u>3 1/2</u>	Bilge Planks	<u>3</u>
2 nd Ditto	" <u>7 1/2</u>	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2</u>
3 rd Ditto	" <u>7</u>	"	Wales	<u>4 1/4</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>6 1/2</u>	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>2 1/2</u>
Deck Beams	N ^o . of <u>20</u>	" <u>8</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>2 1/2</u>
Hold Beams	N ^o . of <u>4</u>	" <u>9</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	
Keel	" <u>10</u>	"	Water-Ways	<u>4</u>	Hold Beam Shelves	
Kelsons	" <u>11 x 12</u>	"	Upper Deck	<u>3</u>	Deck Beam Ditto	<u>1 1/2 x 10</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	
Scarphs of Keel	N ^o . <u>2</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>7/8</u>
Floor Timber Bolts		Lower Pintle of the Rudder	<u>2 1/2</u>	same in Iron above the Copper	
Kelson ditto	<u>1 1/8</u>				
Transoms and throats of Hooks	<u>7/8</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. yes

The Floors and first Foothooks are composed of Ditto Ditto Timber.

The other Foothooks and Top Timbers of Ditto Ditto

The Shifts of the first and second Foothooks are not less than 3 feet 8 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 feet 8 inches

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

The alternate Frames are bolts together. yes N. B. If not, state how bolted.

The Butts of the Timbers are close together; their thickness not less than 1/5 of the entire moulding at that place.

The Frame is cross chocked with 3 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 5 feet _____ inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Beech

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of Ditto Ditto

The Wales and Black-strakes are of English oak The Topsides of Ditto Ditto

The Sheer-strakes and Plank-sheers of Ditto Ditto The Water-ways of Ditto Ditto

The Decks of yellow State of new

The Shifts of the Planking are not less than 5 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 three between

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

The Ceiling, Lower Hold, of English Oak Between Decks of Ditto Ditto

Shelf Pieces of Ditto Ditto Clamps of Ditto Ditto

Fastenings.—To Hold Beams 2 iron lodging knees to the ends of each beam

Deck Beams bowled into shelf & iron hanging knee to the ends of each beam

Number of Breasthooks five Pointers 2 iron Crutches two aft

Butts End Bolts are of copper in the Bottom, and 5/8 Bolt in each Butt End through and clenched. yes

Bilge and Footwaling copper 3/4 bolted through and clenched. yes

General Quality of Workmanship of the best

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

Builder's Name Thomas & John White

Surveyor's Name Geo. Spain



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
1	Fore Sails, & 1 fore stay sail	190	Chain	1	2	Best Bower ^{cut} 8" 3, 16
1	Fore Top Sails,	90	Hempen Stream Cable	7	1	Bower, Small Ditto - 8" 12
	Fore Topmast Stay Sails,		Hawser		2	Stream, ----- 4" -----
1	Main Sails, & 1 Trysail	75	Towlines	4 1/2		Kedges one ----- 3" -----
2	^{Gaff} Main Top Sails,	90	Warp	3		one ----- 2" 2" -----
	and a sufficient number of small sails all new		All of <u>new</u> quality. <u>yes</u>			

Her Standing and Running Rigging new sufficient in size and good in quality. yes

She has one Long Boat and one yawl

The present state of the Windlass is patent new ~~cast iron~~ New Men's and Rudder new

General Remarks—Statement and Date of Repairs.

This vessel had not any points in at this time of launching ~~and~~ I had pointed out some additional fastenings about which were not completed on the 11th although they were in progress as appears by a letter to Mess^{rs} Cole & Nichols & Co from Captⁿ Stockman dated the 17th instant— and nearly completed— I ~~advised~~ ^{advised} her respectfully during the pointing and pointed out from time such parts as required

correction to be in conformity with the Rules

George Bayley

the
August 15. 1840

If Sheathed, Doubled, Felted, or Coppered Copper'd upon Paper When last done 6th August 1840

I am of opinion this Vessel should be Classed A.1 number of years 12.

The Amount of the Fee.....£ 2 : 2 : is received by me, Geo. Spain
Special£ : :

Committee's Minute 14th Aug 1840

Character assigned A 1 for 12 years

