

No. 1611 Survey held at Dundee Date 25 Oct 1850
 on the Ship Amazon Master William Henry Croudace
 Tonnage 79 1/2 Built at Dundee When built Oct 1850
 By whom built Rev Stephen Owners Mrs Joseph & Frederick Jones
 Port belonging to London Destined Voyage East Indies
 If Surveyed Afloat or in Dry Dock Special Survey with Building

Length aloft 140 1/10 Feet. 10 Inches. Extreme Breadth 28 3/10 Feet. 10 Inches. Depth of Hold 21 3/10 Feet. 10 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Feet.	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided	13	Moulded	Keel to Bilge	4	Limber Strakes	4
1 st Foothooks.....	"	12	"	Bilge Planks	3 1/2	Bilge Planks	3
2 nd Ditto.....	"	11	"	Bilge to Wales	4 1/2	Ceiling in Flat	4
3 rd Ditto.....	"	"	"	Wales	3 1/2	Ditto Bilge to Clamp	4
Top Timbers.....	"	11	"	Topsides	3	Hold Beam Clamps	7 1/2
Deck Beams N ^o 26	Average Space } 4 ft 4 in	10 1/2	"	Sheer Strakes	4 1/2	Deck Beam Ditto	8 1/2
Hold Beams N ^o 23	Average Space } 4 ft 4 in	14	"	Plank Sheers	4	Ceiling 'twixt Decks	3 1/2
Keel.....	"	13 1/4	"	Water-Ways	7 1/2	Hold Beam Shelves	"
Kelsons.....	"	18	"	Upper Deck	3 1/4	Deck Beam Ditto	7 1/2

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.				Size of Bolts in Fastenings, distinguishing whether Copper or Iron.			
Room and Space	Feet.	Inches.		Room and Space	Feet.	Inches.	
Heel-Knee, and Dead Wood abaft	15 1/16	"		Bolts thro' the Bilge and Limber Strakes	15 1/16	"	
Scarphs of Keel.....N ^o 10	1	"		Butt End Bolts	7/8	"	
Floor Timber Bolts	1 1/8	"		Lower Pintle of the Rudder	3 3/4	"	
Kelson ditto	1 1/8	"					
Transoms and throats of Hooks	1 1/4	"					
Arms of Hooks	1 1/8	"					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and Teak and are all free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 14 ft 9 in. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 5 ft. The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared. The ~~alternate~~ Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all 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. The Main Kelson is composed of Teak and the False Kelson of —. The Scarphs of the Kelsons are not less than 7 feet 6 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 Elm to 1/3 of depth. From the first Foothook Heads to the Light Water Mark of Hoeyn Oak. From the Light Water Mark to the Wales of Teak and some English Hoeb. The Wales and Black-strakes are of Teak & some English Hoeb. The Topsides of Teak. The Sheer-strakes and Plank-sheers of Teak. The Water-ways of Teak. The Decks of Yellow pine. State of Best quality. 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 Teak and English Oak the Bilge Planks of Teak & English. The Ceiling, Lower Hold, of Teak. Between Decks of Teak. Shelf Pieces of —. Clamps of Teak.

Fastenings.—To Hold Beams Iron Neph Ledge Knives and a vertical Hanning Iron Knee to each Beam and nine pairs extending down to floor. Deck Beams A Diagonal Clamp with a Double in the Beam end, a vertical Hanning Iron Knee fitted as a Diagonal to each Deck & Hold Beam end, & Iron Neph Ledge Knives in way of Mark & Hatch way. Number of Breasthooks Four below & two above Pointers Four Iron on wood Crutches —. Butts End Bolts are of Yellow Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes Yellow Metal bolted through and clenched. Treennails of Australian Oak. General Quality of Workmanship Superior.

We certify that the preceding is a correct description of the above-named Vessel, David Wright
 Builder's Signature _____ Surveyor's Signature _____

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	240	Chain	1 3/8	3	Bower S
2	Fore Top Sails,	80	Hempen Stream Cable	9	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	7 1/2	2	Kedge, S
2	Main Sails,	80	Towlines	6 1/2		Chain Tack to 17 1/4 fms. rope
2	Main Top Sails,	90	Warp	5 1/2		70 fms. 1/2. Mowing Chain
	Two full Sails and a full equipment of the Deck	90	All of <u>Best</u> quality.	4 1/2		Tack to 10 3/4 fms. rope

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

She has One Long Boat and Three other Boats

The present state of the Windlass is Well Capstan & Drum and Rudder Working Pumps Main of Metal Bigger Lead
with patent pumpkins

General Remarks—Statement and Date of Repairs.

This is a Superior Built Vessel of Excellent Material and workmanship full poop and Top Gallant Forecastle, Double Floors, Frame remarkably well Shipt, the Top Gunwale extending down to First & Second Jutwork head. The Stem Gunwale worked down to proper Shifting and the Ceiling all Hooped to the Inner Port, & well secured with Iron Hooks & (nails); the Lower Deck Cleamps & Waterway Bolts to every alternate Gunwale above & below the Beams with 7/8 Yellow Metal and clenched, Second Deck waterway of Feet Dowelled to the Beams and Bolts through Iron Shirts & waterway & Planked before the Decks are laid; the whole of the through fastenings Yellow Metal & Firminail to the exclusion of Iron except the Bolt attached to the Rigging; has been built under a roof and upwards of 14 Months in Building, is Reeked with Yellow Metal on patent Felt and abundantly fitted with best Iron.

The Decks of the flat of the upper Deck are Matted Metal to the entire exclusion of Iron.

If Sheathed, Doubled, Felted, or Coppered With 7/8 Metal on pet Felt When last done Oct 1850

I am of opinion this Vessel should be Classed 14 A1

The Amount of the Fee.....£ 5 : 4 : 4 is received by me,

Special£ 33 : 7 : 4

Certificate (if required)£ : 10 :

Committee's Minute

" " "

Character assigned

29th Oct 1850
11th Nov

14 A1

Placed forward Certificate to Mr. Pomeroy
of Lincolnton St