

No. 599 Survey held at Guernsey Date Sept. 16th 1852
 on the new three masted Schooner Master Stephen Talla
 Tonnage 143 3010 Built at Guernsey When built Launched 13 September 1852
 By whom built James Sebire Owners William Le Sacher
 Port belonging to Guernsey Destined Voyage Piccola Arena
 If Surveyed Afloat or in Dry build under my inspection

Length aloft	Feet. <u>96</u> Inches. <u>3/10</u>	Extreme Breadth	Feet. <u>17</u> Inches. <u>4/10</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>3/10</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	<u>20</u>		Outside.	Inches.	Inside.
Floors..... sided	<u>9</u>	Moulded	Keel to Bilge	<u>2 1/2</u>	Foot Waling <u>timber</u>
1 st Foothooks.....	<u>8 1/2</u>	"	Bilge Planks	<u>4 1/2</u>	Bilge Planks
2 nd Ditto.....	<u>8</u>	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat
3 rd Ditto.....	<u>7 1/2</u>	"	Wales	<u>4</u>	Ditto Bilge to Clamp
Top Timbers	<u>7 1/2</u>	"	Topsides	<u>2 1/4</u>	Hold Beam Clamps
Deck Beams N ^o <u>28</u> Average Space	<u>0</u>	"	Sheer Strakes	<u>3</u>	Deck Beam Ditto
Hold Beams N ^o <u>5</u> Average Space	<u>9 1/2</u>	"	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks
Keel	<u>9</u>	"	Water-Ways	<u>4</u>	Hold Beam Shelves
Kelsons	<u>11 1/2</u>	"	Upper Deck <u>Copper fastened</u>	<u>2 1/2</u>	Deck Beam Ditto

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>iron</u>	Bolts thro' the Bilge and	<u>5/8</u>	Hold Beam	<u>x Copper bolts</u>
Scarp of Keel	<u>metal</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>iron</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2 3/4</u>	<u>+ Double iron knees</u>	
Kelson ditto	<u>iron</u>			<u>0 Double Wood knees</u>	
Transoms and throats of Hooks	<u>1/8</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English & Foreign Oak The Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Foreign Oak and are — free from all defects. The Floors and first Foothooks are composed of English and Foreign Oak Timber. The other Foothooks and Top Timbers of English and Foreign Oak. The Shifts of the first and second Foothooks are not less than 3 ft 6 inch N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 feet 6 to 3 feet 9 inches. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is square.

all The alternate Frames are — bolted together. right up N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is — chocked with — Butt at each end of the chock. then required The Main Kelson is composed of Danzig Oak and the False Kelson of Danzig Oak. The Scarphs of the Kelsons are not less than 16 feet — inches. The Deck and Hold Beams are composed of English and Danzig Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Bilge planks Danzig Oak. From the first Foothook Heads to the Light Water Mark of Danzig Crown fir. From the Light Water Mark to the Wales of Danzig Crown fir. The Wales and Black-strakes are of Danzig Oak. The Topsides of Danzig Oak. The Sheer-strakes and Plank-sheers of Danzig Oak. The Water-ways of Danzig Oak. The Decks of Danzig Crown fir & Copper fastened State of good. The Shifts of the Planking are not less than 16 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 Danzig Oak the Bilge Planks of Danzig Oak. The Ceiling, up to 10' 6" footlock head. Danzig Oak Between Decks of Danzig fir. Shelf Pieces of Danzig Oak Clamps of Danzig fir.

Fastenings.—To Hold Beams 3/8 copper through iron knees. Deck Beams 3/8 iron bolts in wooden knees.

Number of Breasthooks Four Pointers — Crutches —. Butts End Bolts are of 5/8 Copper in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Footwaling 5/8 Copper bolted through and clenched. General Quality of Workmanship excellent. The limber strakes are not bolted the S. Post with over the keel, and there are pins and cross checked also over the keel.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature James Sebire Surveyor's Signature Peter Collis

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 .		
2	Fore Sails,	80	Chain	1	2	Bower,	16-3-0
1	Fore Top Sails,	60	Chain	1 1/2	1	Stream,	2-2-0
1	Fore Topmast Stay Sails,	75	Hempen Stream Cable	4 1/2	1	Kedge,	0-1-2
1	Main Sails,	60	Hawser	5			
1	Main Top Sails,	80	Towlines	6 1/2			
	and		Warp	4 1/2			
			All of <u>good</u> quality.				

Her Standing and Running Rigging Patent good sufficient in size and good in quality.

She has One Long Boat and Lolly boat

The present state of the Windlass is good Capstan — and Rudder Appendages good
Patent Purchase

General Remarks—Statement and Date of Repairs.

The keel of this Vessel was laid the 16th of April 1849 by M^r. William Machon Ship builder, on speculation under my inspection, as reported by me July 12th 1850 and January 25th 1851 to the office, the said builder having fallen more and more involved in circumstances, could not find purchasers, & his Creditors held the vessel in the yard till last March M^r. James Levine Ship builder bought her, and launched her from Machon's yard on the following 5th of April, and hauled her up again into his own yard, next day, for the purpose of being lengthened, and accordingly she was drawn and lengthened 28 feet midships, and two feet by the stern; stripped off all the bottom planking from the keel, except the six after ships of planks each side from the keel upwards, the whole of the keels of topsides from the butt of the foremost ships; the plank sheers, sheer strakes, bulwarks, stanchions and Decks fore and aft, and nearly all the ceiling inside, including the Clamps fore and aft; removed the undersized timbers and main beams and replaced them with suitable ones for the present increased Tonnage; took down the stern frame to remodel the stern to admit giving her a high quarter deck 18 feet long, by 20 inches high, put an additional Stern post with more rake, two more Transoms &c, and replaced all the stern frame and planking in an out above mentioned from the original butts right out, strongly fastened; bilge and butt bolts through and clenched, as described the other side, with excellent Workmanship; she is now well equipped and abundantly found, and, I beg, to recommend her to the Committee to be classed At 7 years from 1852.

If Sheathed, Doubled, Felted, or Coppered metals over the keel & frames up to the upper strake of keel When last done now, on the stocks

I am of opinion this Vessel should be Classed At 7 years from 1852

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

Peter Collas
Surveyor

Special£ 4 : : :

Certificate (if required)£ : 5 :

Committee's Minute 21 Sept 1852

Character assigned 7 1/2