

No. 29 Survey held at Spowick Date 26 July 18 34

on the Smack Edward & Squid Master James Richmond

Tonnage 43 Built at Spowick When built 1834

By whom built Wm Bayly Owners Captⁿ

Port belonging to Shaldon Destined Voyage _____

If Surveyed Afloat or in Dry Dock at the three usual periods required by the Instructions

Length aloft..... 57 6 Extreme Breadth 14 5 Depth of Hold 8 3

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	<u>12</u>		
Floors..... sided	<u>4 1/2</u>	<u>7 1/2</u>	<u>6 1/2</u>
1 st Foothooks..... "	<u>6 1/2</u>		<u>5 1/2</u>
2 nd Ditto..... "	<u>6</u>		<u>5</u>
3 rd Ditto..... "	<u>6</u>		<u>4</u>
Top Timbers..... "	<u>6</u>		<u>4</u>
Deck Beams..... "	<u>4</u>		<u>4</u>
Hold Beams..... "	<u>4</u>		<u>4</u>
Keel..... "	<u>8</u>		<u>10</u>
Kelsons..... "	<u>8 1/2</u>		<u>9</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2</u>	Foot Waling.....	<u>2 1/2</u>
Bilge Planks.....	<u>3</u>	Bilge Planks.....	<u>2 1/2</u>
Bilge to Wales.....	<u>2</u>	Ceiling in Flat.....	<u>1 1/2</u>
Wales.....	<u>3 1/2</u>	Ditto Bilge to Clamp.....	<u>1 1/2</u>
Topsides.....	<u>2</u>	Hold Beam Clamps.....	<u>—</u>
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks.....	<u>1 1/2</u>
Water-ways.....	<u>2</u>	Hold Beam Shelves.....	<u>—</u>
Upper Deck.....	<u>2</u>	Deck Beam ditto.....	<u>—</u>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>4 1/2</u>	Bolts thro' the Bilge and Foot Waling.....	<u>5 1/2</u>	Hold Beam.....	<u>—</u>
Scarpns of Keel..... N ^o . <u>6</u>	<u>3 1/4</u>	Butt End Bolts.....	<u>5 1/2</u>	Deck Beam.....	<u>3 1/4</u>
Floor Timber Bolts.....	<u>4 1/2</u>	Lower Pintle of the Rudder.....	<u>1 1/2</u>		
Kelson ditto.....	<u>4 1/2</u>				
Transoms and throats of Hooks.....	<u>4 1/2</u>				
Arms of Hooks.....	<u>3 1/4</u>			same in Iron above the Copper.....	<u>3 1/4</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of Do Timber.

Her other Foothooks and Top Timbers of Do

Her Shifts of the first and second Foothooks are not less than 3 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are good

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

The alternate Frames are bolted together.

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 chocked with 2 Butt at each end of the chock.

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

The Scarpns of the Kelsons are not less than 5 feet — inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Do & English Oak

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

From the Light Water Mark to the Wales of Do

The Wales and Black-strakes are of Do

The Topsides of Do

The Sheer-strakes of Do

The Gunwales of — Water-ways of Sheer with the Head & Breakdown

The Shifts of the Planking are not less than 5 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought stave between.

Planking Inside.—The Clamps are composed of English Oak the Stringers of —

The Bilge Planks of English Oak and the remainder of the Ceiling of Do

Fastenings.—To Hold Beams —

Deck Beams small Wood 2^d Knee to each end & three Iron H^{ts} on each side

Number of Breasthooks three Pointers — Crutches Iron Wood stuff

Butts End Bolts are of 1/2 Iron in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Footwaling are 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 _____

Surveyor's Name W R Bayly



Fitted out at Chauldron, with anchors & chains

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
/ Fore Sails,		Chain	Bower,
Fore Top Sails,		Hempen Stream Cable.....	Stream,
/ Fore Topmast Stay Sails,		Hawser	Kedge,
/ Main Sails,		Towlines	All of proper weight.
/ ^{Left} Main Top Sails,		Warp	
and other necessary sails		All of _____ quality.	

Her Standing and Running Rigging is Hemp sufficient in size and Good in quality.

She has One Long Boat and _____

The present state of the Windlass is secure Capstan _____ and Rudder As

General Remarks—Statement and Date of Repairs.

The within named is a very good built little vessel
 the timbers are all sound and good although not quite
 clear of sap, the Outside Plank is good and clear
 of all defects. The chain Beams are on a 2 1/2" ⁱⁿ
 Plank secured by one Wood Lading Knee to each
 end in slideships & three Snow Hinging do on each
 side, the Beams before & abaft the Snow knees have two
 Wood ^{L²} knees to each end. The Floor-heads Foot Holes and
 Butts are through Bored & bleached, she has one Wood
 Scratch shaft and is otherwise well fastened

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Iron of opinion this Vessel should be Classed 9 A 1

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

Committee Minute 9th Sept 1836

Character assigned A 1 for 10 Years
[Signature]

