

Length aloft		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
.....		57	4		18	4		8	3	
Scantlings of Timber.		Sided.		IN SHIP.		Moulded.		REQUIRED PER RULE.		Sided.		Moulded.		Thickness of Plank.		INCHES.	
		Middle.	Ends.			Middle.	Ends.							In Ship.	Required per Rule.		
TIMBER AND SPACE	14	210	—														
Floors	6 1/4	6 1/2	—														
1 st Foothooks	6	—	—														
2 nd Ditto	5 1/2	—	5														
3 rd Ditto	—	—	—														
Top Timbers	5	—	4														
Deck Beams	N ^o 13	Average Space	3/4	6 1/2	6	4 1/4	—										
Deck Beams, length amidships	14	feet	—														
Hold Beams	N ^o —	Average Space	—	—	—	—	—										
Hold Beams, length amidships	—	—	—														
Keel	9	1 1/2	—														
Scarphs of Ditto	—	—	—														
Keelsons	—	—	—														
Scarphs of Ditto	8	feet	—														
		Feet.		Inches.		Extreme Breadth Outside		Feet.		Inches.		Depth of Hold		Feet.		Inches.	
Thickness of Plank.		INCHES.		Sided.		Moulded.		REQUIRED PER RULE.		Sided.		Moulded.		In Ship.		Required per Rule.	
Garboard Strakes	2																
Garboard to Bilge	2																
Bilge Planks	2 1/2																
Bilge to Wales	2																
Wales	2 1/4																
Topsides	2 1/2																
Sheer Strakes	2 1/2																
Plank Sheers	2 1/2																
Waterways	2																
Upper Deck	—																
Lower Deck	—																
Ditto, faying surface against Timbers	—																
Upper Deck	2																
Limber Strakes	2 1/4																
Bilge Planks	2 1/2																
Ceiling in Flat	2																
Ditto Bilge to Clamp	2																
Hold Beam Clamps	—																
Deck Beam Ditto	2 1/2																
Ceiling 'twixt Decks	2																
Hold Beam Shelves	—																
Deck Beam Ditto	8 x 4																

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.				Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule			
Scarp's of Keel, N ^o . —	—	—	—			
Keelson Bolts through Keel at each Floor		$\frac{1}{8}$				
Bolts thro' Heels of Timbers against Deadwood		$\frac{5}{8}$				
Transoms and throats of Hooks	—	$\frac{1}{4}$				
Arms of Hooks	—	$\frac{3}{4}$				
Thro' Bilge & Limber Strakes	Copper or Y.M. in Ship.	$\frac{1}{2}$				
Thickstuff over Double Floors		$\frac{1}{2}$				
Butt End Bolts		$\frac{1}{2}$				
Ends of the Rudder		$\frac{1}{8}$				
Hold Beam						
Bolts in	{	Waterway ..				
		Knees				
Shelf or Clamp	{	Waterway ..				
		Knees				
Deck Beam	{	Waterway ..				
		Knees				
Bolts in	{	Shelf or Clamp				
		Nails or Bolts in Flat of Deck				
Treenails		... Inches				

Timbering.—The Space between the Floor Timbers and Lower Foothooks is _____ Inches. The Space between the Top Timbers is _____ Inches.

The Floors consist of French oak The First Foothooks of French oak

The Second Footbooks of the date The Third Footbooks and Top Timbers of the date

The Shifts of the First and Second Foothooks are not less than $\frac{1}{6}$ th MBth. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Grad

The Frame is Savily squared from the First Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is Plan _____

The _____ Frames are all bolted together to the Gunwale.

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 Square checked with Butt ~~put~~ each end of the check. The Main piece of Rudder is Hard of Windlass is Iron

The Keel is Am^g Elm / Spruce The Main Keelson is Baltic Red Pine and free from all defects.

The Stem, and Stern Post of Indians The Transoms, Knight Heads, Hawse Timbers,

and Aprons of the date Deadwood, of the date and are the date free from all defects,

The Deck and Hold Beams of Highland Pine The Breasthooks of Oak & Iron The Knees of Oak

Planking Outside.—From the Keel to the Height defined in Note to Table **A** } the Plank is Walrus Red Pine
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Rattle Run Pine

From the Light Water Mark to the Wales North West Point

The Woles and Black-strakes Paltic R Pine The Topsides & Sheer-strakes Paltic R Pine

The Wales and Black-strakes are

The Spirketting and Plank-sheers Walter R. R. R. The Water-ways } Lower Deck W. R. R.

The Decks Nathaniel R. Pine State of Yorub

The Shifts of the Planking are not less than 5 Feet 0 Inches. *N. B. If less than prescribed by the Rule, state whether general*

The Planking is wrought Three between, and without step-buttng

Planking Inside.—The Limber-strakes and Bilge-strakes are Dattie Red Pine 4 in. x 2 in.

The Ceiling, Lower Hold and between Decks Baltic Pine Shelf Pieces and Clamps Baltic Pine

Fastenings — To Hold Beams

Fastenings.—10 Hold Beams

It is a different shell bird!! Was looking for Vireos in Ketchikan

Deck Beams *Corroded - Rolled into a deep channel on edge*
Wast Room & End of Vessel - on each side

11/11/11

Number of Breasthooks Two - Pointers the across stern Crutches one through and clenched.

Butt End Bolts are of Galv Steel in the Bottom: 1 in Bolts in each Butt End 1 in through and clenched Treenails of Red Pine How Made Circular

Bilge and Limber Strakes _____ bolted through and clenched. _____
 General Quality of Workmanship *Good*

Thickstuff over Double Floors _____ bolted through and cleans _____

We certify that the above is a correct description of the several particulars therein given

44 44 44 44

Surveyor's Signature Thomas Carey

Builder's Signature *[Signature]* *569-0367*

561547-0547

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.		Fathoms.		Inches.		No.		Weight.	
One Boat	Fore Sails,	Chain	105	11/16	Bower,	5	4	0	0
With	Fore Top Sails,	Hempen Stream Cable	65	4 3/4	Stream,	4	8	0	0
Share Sails	Fore Topmast Stay Sails,	Hawser	80	3 1/2	Kedge,	1	3	12	
&	Main Sails,	Towlines	80	2 3/4					
Try sail	Main Top Sails,	Warp	80	2 3/4					
and		All of							

Her Standing and Running Rigging Wire & Stump sufficient in size and Good in quality.

She has the ~~Long Boat~~ ~~and~~

The present state of the Windlass is Good Capstan Good Rudder and Pumps Good

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>July 1864</u>
	2nd. When the Beams are put in, &c.	<u>Aug 1864</u>
	3rd. { When completed, and before the { plank be painted or payed }	<u>Oct 1st 1864</u>

Built under Special Survey—Gauging tested by—
 Taking out pieces of outside Planking—
 Anchors and Chains tested at the Public Machine
 belonging to the Jersey Mutual Insurance Society—
 and Certificates produced—

Present condition of Caulking of Bottom, Good Deck, Good and Waterways.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed J. A. 1

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

Special £ 4 : 4 : —

Certificate £ : :

Committee's Minute 18th November 18 64

Character assigned