

No. 5709 Survey held at Swansea Date 13. 11. 1843
on the Shoarer Myra Master L. Fletcher
Tonnage 87 Built at Swansea When built 1828
By whom built _____ Owners J. B. Carr
Port belonging to London Destined Voyage London
If Surveyed Afloat or in Dry Dock See Jersey No. 94

Length aloft Feet. Inches. 7 Extreme Breadth Feet. Inches. 14 8 Depth of Hold Feet. Inches. 4 0

Scantlings of Timber.				Thickness of Plank.			
Timber and Space.....	each	Inches.		Outside.	Inches.	Inside.	Inches.
Floors.....	sided	<u>4</u>	Moulded	Keel to Bilge		Foot Waling	<u>3</u>
1 st Foothooks.....	"	"	"	Bilge Planks		Bilge Planks	<u>3</u>
2 nd Ditto.....	"	"	"	Bilge to Wales		Ceiling in Flat	<u>3</u>
3 rd Ditto.....	"	"	"	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	"	<u>7</u>	"	Topsides	<u>2</u>	Hold Beam Clamps	
Deck BeamsN°. of	"	<u>8 1/2</u>	"	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto.....	<u>3 x 3 1/2</u>
Hold BeamsN°. of	"	"	"	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks	
Keel	"	"	"	Water-Ways.....	<u>5</u>	Hold Beam Shelves	
Kelsons	"	<u>9</u>	"	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto.....	<u>5 x 6</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarp of Keel.....N°.		Butt End Bolts <u>all same strength</u>		Deck Beam	
Floor Timber Bolts.....		Lower Pintle of the Rudder			
Kelson ditto.....					
Transoms and throats of Hooks					
Arms of Hooks				same in Iron above the Copper.....	

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

The Floors and first Foothooks are composed of Oak Timber.

The other Foothooks and Top Timbers of Oak all approved

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

The rest of the Shifts of the Frame are _____

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

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

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

The Frame is _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of _____ and the False Kelson of _____

The Scarphs of the Kelsons are not less than _____ feet _____ inches.

The Deck and Hold Beams are composed of Oak all approved

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

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of Oak

The Wales and Black-strakes are of Oak The Topsides of Oak

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

The Decks of Oak State of all good

The Shifts of the Planking are not less than _____ 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 _____ between

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

The Ceiling, Lower Hold, of Oak Between Decks of _____

Shelf Pieces of Oak Clamps of Oak

Fastenings.—To Hold Beams _____

Deck Beams double ended ledging knees & chocks

Number of Breasthooks four Pointers _____ Crutches _____

Butts End Bolts are of all same strength in the Bottom, and _____ Bolt in each Butt End through and clenched.

Bilge and Footwaling Oak 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 _____

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 .	
//	Fore Sails,	<u>90</u>	Chain	<u>7 1/2</u>	//	Bower,
//	Fore Top Sails,	<u>180</u>	Hempen Stream Cable	<u>6</u>		Stream,
//	Fore Topmast Stay Sails,		Hawser		/	Kedge,
//	Main Sails,		Towlines			
	Main Top Sails,		Warp			
	and <u>well found in other sails</u>		All of <u>good</u> quality.			

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

She has 4 Long Boat and Jelly Boat

The present state of the Windlass is good Capstan good and Rudder good
2 Pumps

General Remarks—Statement and Date of Repairs.

*It is stated that this vessel was originally a pleasure boat—was lengthened
raised at Jersey about 5 years since—last of 2 years there was sheathed
with copper in 39 or 40 to 9 feet*

*I was in an efficient state of repair to carry any & perishable cargoes
with safety*

If Sheathed, Doubled, Felted, or Coppered to 9 feet When last done said to be done in 1839 or 40

I am of opinion this Vessel should be Classed T. 1. Robert Harrington

Oct The Amount of the Fee.....£ 1 : — : is received by me,
Special£ 1 : — :

Committee's Minute 17th October 1843
Character assigned T. 1.

[Signature]

