

No. 7257 Survey held at Liverpool Date 14 Jan^y 1846
on the Argentine Poliane Master Doane
Tonnage 118 Built at Bermuda When built 1841
By whom built _____ Owners Doane
Port belonging to Salisbury Destined Voyage Tampico
If Surveyed Afloat or in Dry Dock _____

Length aloft	Feet. 81	Inches. 4/10	Extreme Breadth	Feet. 19	Inches. 7/10	Depth of Hold	Feet. 11	Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	14							
Floors..... sided	6		Moulded	5		Outside.		Inside.
1 st Foothooks..... "	6		"	—		Keel to Bilge	2	Foot Waling
2 nd Ditto..... "	6		"	6		Bilge Planks	2 1/2	Bilge Planks
3 rd Ditto..... "	6		"	6		Bilge to Wales	2	Ceiling in Flat
Top Timbers	6		"	5 1/2		Wales	3 1/2	Ditto Bilge to Clamp
Deck BeamsN°. of 17	9		"	5		Topsides	2	Hold Beam Clamps
Hold BeamsN°. of	10		"	13		Sheer Strakes	2	Deck Beam Ditto.....
Keel	11 1/2		"	14		Plank Sheers.....	13/4	Ceiling 'twixt Decks
Kelsons	11 1/2		"	14		Water-Ways.....	5	Hold Beam Shelves
						Upper Deck	2 1/2	Deck Beam Ditto.....
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft								
Scarp of Keel.....N°.			Bolts thro' the Bilge and Foot Waling			Hold Beam		
Floor Timber Bolts			Butt End Bolts			Deck Beam		
Kelson ditto			Lower Pintle of the Rudder	2 1/2				
Transoms and throats of Hooks						same in Iron above the Copper.....		
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of Cedar the Transoms, Aprons, Knight Heads, Hawse Timbers, of Cedar and are — free from all defects. The Floors and first Foothooks are composed of Cedar Timber. The other Foothooks and Top Timbers of Cedar. 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 — choaked with — Butt at each end of the chock. The Main Kelson is composed of Pitch Pine and the False Kelson of Birch. The Scarphs of the Kelsons are not less than 6 feet — inches. The Deck and Hold Beams are composed of Cedar.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Pitch Pine. From the first Foothook Heads to the Light Water Mark of Pitch Pine. From the Light Water Mark to the Wales of Cedar. The Wales and Black-strakes are of Cedar. The Topsides of Cedar. The Sheer-strakes and Plank-sheers of Cedar. The Water-ways of Cedar. The Decks of Yellow Pine. State of 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 Pitch Pine the Bilge Planks of Pitch Pine. The Ceiling, Lower Hold, of Pitch Pine. Between Decks of —. Shelf Pieces of —. Clamps of Pitch Pine & Cedar.

Fastenings.—To Hold Beams —. Deck Beams —. Number of Breasthooks 4. Pointers —. Crutches —. Butts End Bolts are of Copper in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Footwaling Copper 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 .	
2	Fore Sails,	150	Chain	13 15	2	Bower, of 8 + 9 cwt
2	Fore Top Sails,	80	Hempen Stream Cable	5	1	Stream,
2	Fore Topmast Stay Sails,	75	Hawser	3 1/2	1	Kedge,
1	Main Sails,		Towlines			
	Main Top Sails,		Warp			
and well found in other			All of <u>Good</u> quality.			

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

She has one Long Boat and one other

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

General Remarks—Statement and Date of Repairs.

The beams are from 1 foot 8 to 2 feet 10" apart
The shifts of the Planking are not regular. In midships the Plank
are long but fore and aft no rule appears to have been
observed, and the frame is small, but she does not carry
a large cargo, and I consider her a Good Bermuda built
Vessel.

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on Sides When last done present time

I am of opinion this Vessel should be Classed 1st

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

Lower duty Certificate required Special£ 1 : 1 : - *Wife* *J.P.* *24/1/46*

Committee's Minute 16th Jan'y 1846

Character assigned A 1st class
L.P.



Upper 2nd class - 1846