

No. 8544 Survey held at Liverpool Date Dec 9/12/48 1848  
on the Brigantine Glen Master J W Swale  
Tonnage 109 Built at Cape Breton When built 1846  
By whom built \_\_\_\_\_ Owners J W Swale  
Port belonging to Liverpool Destined Voyage South  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft .....	Feet. 22	Inches. 8 1/2	Extreme Breadth .....	Feet. 19	Inches. 5 1/2	Depth of Hold .....	Feet. 11	Inches.	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Room and Space .....	Inches. 23			<b>Outside.</b>		Inches.	<b>Inside.</b>		Inches.
Floors.....	sided 9 1/2	Moulded 11	Bark	Keel to Bilge .....			Limber Strakes .....	2 1/2	
1st Foothooks.....	" 8 1/2	" 9 1/2	Bark	Bilge Planks .....			Bilge Planks .....	3 1/2	
2nd Ditto.....	" 10	" 8 1/2	Hackmatack	Bilge to Wales .....			Ceiling in Flat .....	2	
3rd Ditto.....	" 10	" 8 1/2	Hackmatack	Wales .....	3 1/2		Ditto Bilge to Clamp .....	2 1/2	4 3
Top Timbers .....	" 10	" 6	Space	Top Deck .....	3		Hold Beam Clamps .....	4 1/2	
Deck Beams N° 15	Average Space 4 feet	" 10	" 9	Sheer Strakes .....	2		Deck Beam Ditto.....	3	
Hold Beams N° 4	Average Space	" 9 1/2	" 9	Plank Sheers.....	3 1/2		Ceiling 'twixt Decks .....	2	
Keel .....	"	"		Water-Ways .....	4		Hold Beam Shelves .....		
Kelsons .....	" 12	" 14		Upper Deck .....	2 1/2		Deck Beam Ditto.....	5 1/2	2

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	Inches. <u>11</u>	Copper or Iron.	Inches. <u>3</u>	Hold Beam	Inches. <u>3</u>
Scarp of Keel	N <sup>o</sup> <u>1</u>	Bolts thro' the Bilge and Limber Strakes		Deck Beam	
Floor Timber Bolts	<u>Iron</u>	Butt End Bolts	<u>Iron</u>		
Kelson ditto		Lower Pintle of the Rudder			
Transoms and throats of Hooks					
Arms of Hooks					

**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 Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch Hackmatack Spruce and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Hackmatack Spruce & Birch

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 Spruce and the False Kelson of \_\_\_\_\_

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

The Deck and Hold Beams are composed of Spruce & Oak

**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 Spruce

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

The Sheer-strakes and Plank-sheers of Spruce The Water-ways of pine

The Decks of Yellow pine 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 in line between \_\_\_\_\_

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

The Ceiling, Lower Hold, of Spruce & Birch Between Decks of Spruce

Shelf Pieces of Spruce Clamps of Spruce

**Fastenings.**—To Hold Beams wood L K to one forward one aft a triple Woodend & three with Pin attached to one in midships

Deck Beams double W L K & Stronger one pair of triple Woodends & 3 pair of diagonal IR with Nails attached

Number of Breasthooks 3 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of pine

General Quality of Workmanship moderately good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature \_\_\_\_\_

Surveyor's Signature \_\_\_\_\_



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,	75	Chain <sup>(Tested)</sup> 15 1/2 15 1/2 15 1/2 15 1/2 15 1/2	2	Bower,	8 0 14
Fore Top Sails,	90	Hempen Stream Cable .....	1	Stream,	7 2
Fore Topmast Stay Sails,	80	Hawser .....	5	Kedge,	
Main Sails,	80	Towlines .....	3 1/2		
Main Top Sails,	80	Warp .....	3		
and <i>One hundred</i>		All of <i>Good</i> quality.			

Her Standing and Running Rigging all new sufficient in size and fine in quality.

She has a Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan much and Rudder good

**General Remarks—Statement and Date of Repairs.**

It appears that the Kipl was taken out from Kulu Hay on Kulom Mong through both the  
& through our household at Garding amount of Bill £201.3.9.

Spended in accordance with Rules & some Treasurers backed out timber as stated just as  
also Treasurers

Certificate of new taken hex with the other 6 hours New with 1845 & 1846

In the most efficient state of perfect health, Dr. Michaelson  
is a full sized, of the world.

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A 1st

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,

Special .....£ *10* : *10* :

Certificate ~~is~~ required) .....£ : :

Committee's Minute 1<sup>st</sup> Dec 1847

*Character assigned*