

No. 12435 Survey held at Lampoon Fleetwood Date July 2 ^{Rev 6/2/57} 2435
 on the Bⁿ Norman Master M^r Cross
 Tonnage Old _____ Built at C Breton When built 1853 Launched _____
 By whom built _____ Owners M^r Gibson
 Port belonging to Fleetwood Destined Voyage Coaster
 If Surveyed while Building, Afloat, or in Dry Dock on the bank

Length aloft 70 ^{Feet.} 2/10 ^{Inches.} Extreme Breadth 17 ^{Feet.} 4/10 ^{Inches.} Depth of Hold 10 ^{Feet.} 8/0 ^{Inches.}

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	10	Moulded	10	Keel to Bilge	2 1/2	Limber Strakes	7 1/2
1 st Foothooks.....	8 1/2	"	10	Bilge Planks	3	Bilge Planks	3
2 nd Ditto.....	10	"	8	Bilge to Wales	2 1/2	Ceiling in Flat	3
3 rd Ditto.....	8 1/2	"	5 1/2	Wales	3	Ditto Bilge to Clamp	2 1/2
Top Timbers.....	"	"	"	Short Hoods	-	Hold Beam Clamps	-
Deck Beams N ^o <u>14</u> Average } <u>4.3</u> space }	11	"	9 1/2	Topsides	3	Deck Beam Ditto	3 1/2
Hold Beams N ^o Average } <u>None</u> space }	-	"	-	Sheer Strakes	3	Ceiling 'twixt Decks	-
Keel	11	"	12 out	Plank Sheers	3	Hold Beam Shelves	-
Keelsons	12	"	26	Water-Ways	6 1/2	Deck Beam Ditto	-
Scarphs of Ditto	4 1/4	"	-	Upper Deck	2 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	None	None	Transoms and throats of Hooks ..	-	None	Lower Pintle of the Rudder	2 1/2	None
Scarphs of Keel.....N ^o <u>None</u>	None	None	Arms of Hooks	-	None	Hold Beam	-	None
Floor Timber Bolts	None	None	Bolts thro' Bilge & Limber Strakes	-	None	Deck Beam	-	None
Kelson ditto	None	None	Butt End Bolts	-	None			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 24 3/4 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, consist of Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, and (Deadwood, of None) Birch & Spruce and are app^y free from all defects. The Floors consist of Birch & Spruce The First Foothooks of Birch & Spruce Timber. The Second Foothooks of Spruce The Third Foothooks of Spruce The Top Timbers of Spruce 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 to the Gunwale. 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 Keelson is Spruce and free from all defects. The False Keelson is Birch & Spruce The Deck Beams consist of Spruce The Hold Beams of None The Knees of Spruce

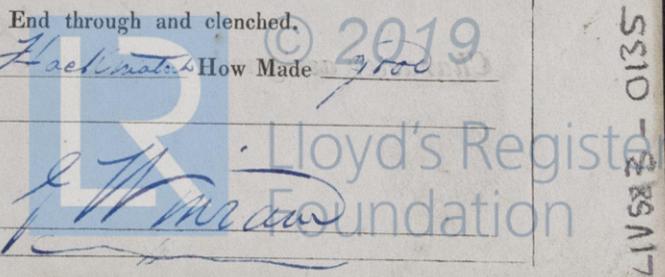
Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Birch From the above named Height to the Light Water Mark Birch From the Light Water Mark to the Wales Birch The Wales and Black-strakes are Birch The Topsides Birch The Sheer-strakes Birch and Plank-sheers Birch The Water-ways Yellow Pine The Decks Yellow Pine State of good The Shifts of the Planking are not less than 4 1/2 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 Two & three between

Planking Inside.—The Limber-strakes are Birch the Bilge Planks Birch The Ceiling, Lower Hold, Yellow Pine Between Decks _____ Shelf Pieces _____ Clamps Yellow Pine

Fastenings.—To Hold Beams _____

Deck Beams Wood double Runse 5 pair of Iron Hauling Runse Runse
 Number of Breasthooks 4 Wood 2 Iron Pointers 16^o aft Crutches None
 Butts End Bolts are of None in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes None bolted through and clenched. Treenails of Handmade How Made good
 General Quality of Workmanship Fair

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature J. W. M. C.



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 .	Weight.	
2	Fore Sails,	150	1 5/16	Chain	2	8.1.14	
2	Fore Top Sails,	90	7 1/2	Hempen Stream Cable		9.0.19	
2	Fore Topmast Stay Sails,	90	4 1/2	Hawser	1	3.2.1	
1	Main Sails,			Towlines			
1	Main Top Sails,	90	3	Warp	1		
and <u>other sails</u>		All of _____ quality.					

Her Standing and Running Rigging is is French sufficient in size and good in quality.

She has One Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

Listings have been cut & terminals have been drawn out for examination & found good a quantity of through fastenings of Iron bolts as well as additional fastenings in the ceiling has now been put in with two additional Iron breast hooks she has also an one short link chain of 15/16th which appears very good but the sellers here did not send it out & they cannot obtain any duplicate certificate an additional hog Nelson has also been put in to assist the scropes of the other which were rather close together

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If Sheathed, Doubled, Felted, or Coppered Single bottom When last done at present

I am of opinion this Vessel should be Classed A 1

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

Special£ 2 : 2 : - 3/2/54

Certificate (* required) to be sent : 2 : 6

Committee's Minute 7th Feb 1854

Character assigned A 1

G. W. Howard
Sh

W. C. Brown, Millner Terrace, Maffing, Manchester

