

No. 2755 Survey held at London Date August 24 1836 2755  
 on the Sm. Reform Master R. Bontoff  
 Tonnage 90 Built at Boston When built 1831  
 By whom built Banks Owners Bontoff & Co.  
 Port belonging to Boston Destined Voyage Gibraltar  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... | Feet. | Inches. | Extreme Breadth ..... | Feet. | Inches. | Depth of Hold ..... | Feet. | Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.		Inside.	
Timber and Space..... each	10 1/2			Keel to Bilge .....		Foot Waling.....	3
Floors..... sided	9	Moulded	9	Bilge Planks .....		Bilge Planks .....	3
1 <sup>st</sup> Foothooks..... "	0 1/2	"	"	Bilge to Wales .....		Ceiling in Flat .....	2
2 <sup>nd</sup> Ditto..... "		"	"	Wales .....		Ditto Bilge to Clamp .....	2
3 <sup>rd</sup> Ditto..... "		"	"	Topsides .....		Hold Beam Clamps .....	2
Top Timbers .....	7	"	5	Sheer Strakes .....		Deck Beam Ditto.....	3
Deck Beams..... Number of <u>Three</u>	0	"	0	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks .....	2
Hold Beams..... Do. Do. <u>Three</u>	9	"	9	Water-ways .....	3 1/2	Hold Beam Shelves .....	
Keel .....		"		Upper Deck .....	2 1/2	Deck Beam ditto.....	3
Kelsons .....	10	"	12			<u>Spuritting</u>	3
<u>Rider</u>	9 1/2		9 1/2				

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 3/4 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.  
 Her other Foothooks and Top Timbers of ditto  
 Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_  
 The Frame is fairly squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_  
 The alternate Frames are not bolted together.  
 The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.  
 The Frame is not chocked with \_\_\_\_\_ Butt at each end of the chock.  
 The Main Kelson is composed of English Oak and the False Kelson of English Oak  
 The Scarpns of the Kelsons are not less than four feet six inches.  
 The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of elm  
 From the first Foothook Heads to the Light Water Mark of English Oak  
 From the Light Water Mark to the Wales of English Oak  
 The Wales and Black-strakes are of ditto  
 The Topsides of ditto  
 The Sheer-strakes of ditto  
 The Gunwales of ditto Water-ways of English Oak  
 The Shifts of the Planking are not less than four Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed 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 Clamps are composed of English Oak the Stringers of \_\_\_\_\_  
 The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

**Fastenings.**—To Hold Beams doubled bedding oak knees & spuritting, very firm hanging beams  
 Deck Beams with cheeks dovetailed to the beams & bolted to the timbers & five pairs  
 Number of Breasthooks Three 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 M. Middleton



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

2755. Jan.

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
	<u>Two suits</u>				
	Fore Sails,	160	Chain .....	1	3 Bower,
	Fore Top Sails,	50	<del>Chain</del> <u>Chain</u> Stream Cable.....	5	Stream,
	Fore Topmast Stay Sails,	75	Hawser .....	7	2 Kedge,
	Main Sails,	100	Towlines .....	3 1/2	All of proper weight.
	Main Top Sails,	100	Warp .....	2 1/2	
and		All of <u>good</u> quality.			

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

She has \_\_\_\_\_ Long Boat and Jolly boat

The present state of the Windlass is good Capstan none and Rudder good

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

*The above vessel is in a very good state of repair and efficiency, and firm at her fastenings, the materials appear of good quality fairly squared and free from*

If Sheathed, Doubled, or Felted, Single bottom  
and Date when last done \_\_\_\_\_

And Town of opinion this Vessel should be Classed A 1 Middleton

The Amount of the Fee.....£ — : 10 : 6 is received by me, Wm & paid into the Office

Committee Minute 6<sup>th</sup> Sep<sup>r</sup> 1836

Character assigned A 1 for 10 Years  
GMD

