

No. 3010 Survey held at London Date 17 Dec 1836 3018
 on the Ship "The Envelope" Master Smith
 Tonnage 219 Built at Harwich When built 1818
 By whom built — Owners J. Bellaspie
 Port belonging to London Destined Voyage West Indies
 If Surveyed Afloat or in Dry Dock Windsor Dock

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

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each			
Floors..... sided	Moulded		
1 st Foothooks..... "	"		
2 nd Ditto..... "	"		
3 rd Ditto..... "	"		
Top Timbers..... 8.	7 1/2	6	
Deck Beams..... Number of	10	9	
Hold Beams..... Do. Do.	10	9	
Keel..... "	"	"	
Kelsons..... "	11	15	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	4
Bilge to Wales		Ceiling in Flat	2 1/2
Wales		Ditto Bilge to Clamp	2 1/2
Topsides		Hold Beam Clamps.....	2 1/2
Sheer Strakes	3	Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/2
Water-ways	6 1/2	Hold Beam Shelves	
Upper Deck	3	Deck Beam ditto	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel..... N ^o		Butt End Bolts		Deck Beam.....	
Floor Timber Bolts.....	Sufficient	Lower Pintle of the Rudder.....	Sufficient		
Kelson ditto.....					
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 _____ Inches. The Space between the Top-timbers is 6 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 _____ Timber.
 Her other Foothooks and Top Timbers of English Oak
 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 well squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The alternate Frames are _____ 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 _____ chocked with _____ Butt at each end of the chock.
 The Main Kelson is composed of English Oak and the False Kelson of _____
 The Scarphs of the Kelsons are not less than five feet _____ 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 _____
 From the first Foothook Heads to the Light Water Mark of _____
 From the Light Water Mark to the Wales of _____
 The Wales and Black-strakes are of _____
 The Topsides of _____
 The Sheer-strakes of _____
 The Gunwales of English Oak Water-ways of the same
 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 2 + 3 between the Stringers of _____

Planking Inside.—The Clamps are composed of _____ and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Two wood working knees 7 inches
 Deck Beams Two wood working knees & four hanging do
 Number of Breasthooks four Pointers one Crutches one wood
 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 Sturmsay



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

She has SAILS. <i>Suits</i>		CABLES, &c.		ANCHORS.	
N ^o .	Fathoms.	Inches.	N ^o .		
Fore Sails,	<i>200</i>	Chain	<i>1 1/2 32</i>	Bower, &	
Fore Top Sails,		Hempen Stream Cable.....	<i>1</i>	Stream,	
Fore Topmast Stay Sails,	<i>100</i>	Hawser <i>Cox</i>	<i>6 1/2</i>	Kedge,	
Main Sails,	<i>80</i>	Towlines <i>Cox</i>	<i>6</i>	All of proper weight.	
Main Top Sails,		Warp			
and		All of _____ quality.			

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

She has the Long Boat and one other

The present state of the Windlass is good Capstan _____ and Rudder good now overhauled
Notes given to supply Snow Bunches & Heads.

General Remarks—Statement and Date of Repairs.

This is a strong well built ^{keel} of oak scantling apparently of good quality. The lumbering when seen is in sound condition, the planking is in a very fair state and the fastenings are efficient.

Repairs about 1834 Had new water ways & Plank Shears in India of E I Galt, the upper course ~~partly~~ sheathed above and ~~partly~~ at the present time below now sheathed overhauled Coaked & Coppered to light work - New Shear Strakes & some planking shifted in topsides is now in a state fit for the conveyance of dry and perishable cargoes &

If Sheathed, Doubled, or Felted, Part sheathed with wood & copper and Date when last done 1836

And I am of opinion this Vessel should be Classed A.1 Portmanay

The Amount of the Fee.....£ 1: 1: 0 is received by me, at the Office Portmanay

Committee Minute Dec^r 20th 1836

Character assigned A.2
GMB SL

24 Decr 1836

The Masts of the withering named Shark are now complete Portmanay

Special Clipping

