

No. 3278 Survey held at London Date February 15<sup>th</sup> 1836 3278  
 on the St Prince of Saxe Coburg Master Wm Ladd  
 Tonnage 127 Built at Ramsgate When built 1819  
 By whom built E Philips Owners Rhan & Ladd  
 Port belonging to London Destined Voyage Rotterdam  
 If Surveyed Afloat or in Dry Dock Afloat  
See Annual Survey annexed

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.	Inches	Inside.	Inches
Timber and Space..... each	11			Keel to Bilge .....		Foot Waling.....	2 1/2
Floors..... sided	9	Moulded	10	Bilge Planks .....		Bilge Planks .....	3
1 <sup>st</sup> Foothooks..... "	8	"	"	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 .....	
Top Timbers .....	"	"	"	Sheer Strakes .....		Deck Beam Ditto.....	3
Deck Beams .....	8	"	8	Plank Sheers.....	3	Ceiling 'twixt Decks .....	
Hold Beams .....	"	"	"	Water-ways .....	5	Hold Beam Shelves .....	
Keel .....	"	"	"	Upper Deck .....	2 1/2	Deck Beam ditto .....	5
Kelsons .....	11	"	13				

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is \_\_\_\_\_ 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 \_\_\_\_\_ 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 well 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 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 Beach  
 From the first Foothook Heads to the Light Water Mark of English oak  
 From the Light Water Mark to the Wales of ditto  
 The Wales and Black-strakes are of ditto  
 The Topsides of ditto  
 The Sheer-strakes of ditto  
 The Gunwales of English oak 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.

**Planking Inside.**—The Clamps are composed of English oak The Planking is wrought two & three between, generally three the Stringers of English oak  
 The Bilge Planks of English oak and the remainder of the Ceiling of English oak

**Fastenings.**—To Hold Beams  
 Deck Beams secured on the shelf & every alternate timber & three pair of iron St hanging knees  
 Number of Breasthooks Three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Copper in the Bottom, and no 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 W Middleton



3278 Lon

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
<u>Two sets</u>					
	Fore Sails,	<u>190</u>	Chain .....	<u>1</u>	<u>2</u> Bower,
	Fore Top Sails,	<u>100</u>	Hempen Stream Cable.....	<u>6</u>	<u>1</u> Stream,
	Fore Topmast Stay Sails,	<u>100</u>	Hawser .....	<u>4 1/2</u>	<u>1</u> Kedge,
	Main Sails,		Towlines .....		All of proper weight.
	Main Top Sails,	<u>150</u>	Warp .....	<u>3 1/2</u>	
and			All of <u>good</u> quality.		

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

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

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

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

This vessel was rigd into a Schooner in November & caulked from the keel to the gunwale, at the present time the decks caulked and two new planks next to the waterway, she is in very good state of repair both as regards the hull & stores, the decks, topsides, wales, ceiling, waterways, plank sheer, sheer strake, breasthooks, transoms & fastenings in very good condition, and I am of opinion is fit for the safe conveyance of dry & perishable cargo.

1827 Had new covering boards sheer strake, topsides & a general overhaul

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

And Jam of opinion this Vessel should be Classed "A. 1" Widdleton

The Amount of the Fee.....£ 10: 6 is received by me, J.H.

Committee Minute J. Cape 183

Character assigned A. 1 See stamp copy

