

No. 3665 Survey held at LONDON Date Sept 16 1885 3665
on the Barque "Saver" Lechbraut Master Kolford
Tonnage 250 Built at Switzerland When built 1839
By whom built _____ Owners Alexander Dalrymple
Port belonging to Dominica Destined Voyage Dominica
If Surveyed Afloat or in Dry Dock Dry Dock

Length afloat..... Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber.

	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.
Timber and Space.....	12		12			
Floors.....	12		12			
1 st Foothooks.....	8 1/2		6 1/2			
2 nd Ditto.....	8		6			
3 rd Ditto.....	8		6			
Top Timbers.....	8		6			
Deck Beams.....	8		6			
Hold Beams.....	10		10			
Keel.....	10		13			
Kelsons.....	10		12 1/2			

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....	Bolts thro' the Bilge and Foot Waling.....	Hold Beam.....
Scarps of Keel.....	Butt End Bolts.....	Deck Beam.....
Floor Timber Bolts.....	Lower Pintle of the Rudder.....	
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 1 1/2 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Cedar apparently English and are freely free from all defects.

Her Floors and first Foothooks are composed of Cedar Timber. Apparently to be English Cedar
Her other Foothooks and Top Timbers of Cedar
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 freely free from sap, and from thence downwards, the frame is both quite so well squared
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 American Oak and the False Kelson of Oak
The Scarps of the Kelsons are not less than 4 feet _____ inches.
The Deck and Hold Beams are composed of English and American Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Plank
From the first Foothook Heads to the Light Water Mark of Oak & Elm
From the Light Water Mark to the Wales of Oak apparently foreign
The Wales and Black-strakes are of Oak
The Topsides of Do
The Sheer-strakes of Do apparently foreign this is doubtful
The Gunwales of Do Water-ways of foreign Oak
The Shifts of the Planking are not less than 6 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 Oak The Planking is wrought 2 1/2 between. the Stringers of _____ and the remainder of the Ceiling of Oak. Chaffin

Fastenings.—To Hold Beams Butt End Bolts & Iron Hanging Nails
Deck Beams 1 1/2 Butt End Bolts & Iron Hanging Nails
Number of Breasthooks 5 2 Pointers _____ Crutches Bowson's
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling are 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 George Bayley

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

3666 ton

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	tches.	N ^o .
2 Fore Sails,	180	Chain	3 Bower ✓
3 Fore Top Sails,	80	Hempen Stream Cable.....	1 Stream,
3 Fore Topmast Stay Sails,	120	Hawser	2 Kedg ^e ✓
2 Main Sails,		Towlines	All of proper weight.
3 Main Top Sails,		Warp	
and all found in other sails		All of <u>good</u> quality.	

Her Standing and Running Rigging is Plenty sufficient in size and good in quality. Michael & Son

She has One Long Boat and Two others

The present state of the Windlass is good Capstan left & examined and Rudder good

2 strong Cocks } good Double good iron

General Remarks—Statement and Date of Repairs.

At the present time has been shipped. Bottom Caulked
2 Mangroes shifted - One Head Cheek shifted
2 additional Iron Cheeks to Head - Some of the
Lower Breast Hook Posts shifted - and putting in
an additional Iron Hook between Decks - thoroughly
overhauled -

The hatch appears to be open forward at the Deck End
to remedy this and prevent its extension the additional
Breast Hook is put in of great length -
The Plank inside and out appears to be principally
Swedish Oak and the Frame English Oak only -
The general appearance is very favorable, the
Bottom Caulked well and firm - left a recommendation
to put in a Antech about George Dingley

If Sheathed, Doubled, or Felted, Upper Course Wood sheathed & Felted & Hooped
and Date when last done Sept 1835

And I am of opinion this Vessel should be Classed A 1 George Dingley

The Amount of the Fee.....£ 1: 1: - is received by me, Sept
17/10/37

Committee Minute 19 Oct 183

Character assigned A 1 1 pr 9 May

Sacks & Hay

Lloyd's Register
Foundation