

No. Survey held at London Date Nov 16th, 1839 5822
 on the S^r Addison Master Houston
 Tonnage 116 Built at Austruther When built 1826
 By whom built Benton & Co
 Port belonging to Dundee Destined Voyage Serville
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet.	Inches.	Length	Feet.	Inches.	Length	Feet.	Inches.
67	5		Extreme Breadth	18	2	Depth of Hold	12	0
Scantlings of Timber.								
Timber and Space	each	11	Inches.	Middle	Inches.	Thickness of Plank.		
Floors	sided	10	Moulded			Outside.	Inside.	
1 st Foothooks	"	9	"			Keel to Bilge	Foot Waling	Inches.
2 nd Ditto	"	7½	"	7½		Bilge Planks	Bilge Planks	2½
3 rd Ditto	"	6½	"	4½		Bilge to Wales	Ceiling in Flat	3
Top Timbers	"	10	"	10		Wales	Ditto Bilge to Clamp	2
Deck Beams	N ^o . of	9	"	9		Topsides	Hold Beam Clamps	2½
Hold Beams	N ^o . of <u>Fines</u>	11	"	15		Sheer Strakes	Deck Beam Ditto	3
Keel	"	"	"	"		Plank Sheers	Ceiling 'twixt Decks	4
Kelsons	"	"	"	"		Water-Ways	Hold Beam Shelfs	2
						Upper Deck	Deck Beam Ditto	
Copper.								
Heel-Knee, and Dead Wood abaft			Size of Bolts in Fastenings.					
Scarps of Keel	N ^o .							
Floor Timber Bolts								
Kelson ditto								
Transoms and throats of Hooks	3							
Arms of Hooks								

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1½ Inches. The Space between the Top-timbers is 3/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of Oak Timber. The other Foothooks and Top Timbers of English & Foreign Oak 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 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. 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 not chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of Foreign Oak and the False Kelson of _____

The Scarps of the Kelsons are not less than _____ feet _____ inches.

The Deck and Hold Beams are composed of English & Foreign Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Elm

From the first Foothook Heads to the Light Water Mark of Foreign Oak

From the Light Water Mark to the Wales of ditto

The Wales and Black-strakes are of English & Foreign Oak The Topsides of Foreign Oak

The Sheer-strakes and Plank-sheers of ditto The Water-ways of Red Pine

The Decks of Red Pine State of New

The Shifts of the Planking are not less than three Feet six 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 Tongue & Groove between

Planking Inside.—The Limber-strakes are composed of Foreign Oak the Bilge Planks of Foreign Oak

The Ceiling, Lower Hold, of Elm & Oak Between Decks of Red Pine

Shelf Pieces of _____ Clamps of Oak & Red Pine

Fastenings.—To Hold Beams double Lodging Iron Thru

Deck Beams double Lodging Red Knees

Number of Breasthooks Four Pointers _____ Crutches Two aft

Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

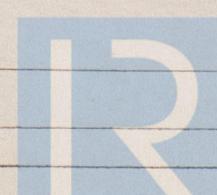
Bilge and Footwaling hit bolted through and clenched.

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



5822 Lon

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N°.	Fathoms.		Inches.	N°.	
<u>Two suits</u>				<u>1</u>	Bower,
Fore Sails,	<u>150</u>	Chain	<u>10 1/2</u>	<u>1</u>	Stream,
Fore Top Sails,	<u>75</u>	Hempen Stream Cable	<u>7 1/2</u>		
Fore Topmast Stay Sails,	<u>90</u>	Hawser	<u>6</u>	<u>1</u>	Kedge,
Main Sails,	<u>90</u>	Towlines	<u>4 1/2</u>		
Main Top Sails,	<u>90</u>	Warp	<u>3 1/2</u>		
and		All of <u>good</u> quality.			

Her Standing and Running Rigging sufficient in size and good in quality.She has One Long Boat and Jolly BoatThe present state of the Windlass is good Capstan none and Rudder good**General Remarks—Statement and Date of Repairs.**

In June last new Decks, seven new Beams, several Holes, new Waterways, Plank sheer, Sheershake, part new Tpoisides one shake in the Stales where the Held Beam fastenings pass, several planks shotted in the bottom new Hull & Garboard shake near Clamps and part new Ceiling all defective timbers renewed & fastened and a general over haul —

If Sheathed, Doubled, Felted, or Coppered Singl Bttm When last done _____I am of opinion this Vessel should be Classed A.1 with the Aoternish —The Amount of the Fee.....£ — : 10: 6 is received by me, Middleton

Special£ : :

Committee's Minute 22 Nov. 1839Character assigned R. J. MiddletonMiddletonJohn