

Re Entry 6853

Original Survey, No. Plymouth 25 V, Dated 1834 Classed Ex. expenses
Port Boston

The Iron knees were marked at Plymouth and the knots made for them there to leave the knees ready by the time the vessel returns - As there does not appear to be any strain in aloft & the vessel is but small, it is more than probable that I should not have ^{thought} ~~needed~~ them upon 4/3

Decks <i>Good</i> <i>Muslin</i> <i>P.O.</i> <i>x 2</i>	Transoms <i>Artificial</i>	Windlass
Upper Deck Beams & Fastenings <i>Good</i>	Timbers of the Frame <i>Artificial</i>	Capstan
Lower Deck Beams & Fastenings <i>Very good</i>	Topside	Pumps
Spirkettling	Wales	Masts, Yards, &c. <i>Good</i>
Plant Shears <i>Very good</i> <i>Apparatus</i>	Counter <i>Good</i>	Sails
Waterways <i>These new built many years since</i>	Plank and Treennails (Outside to the Water's Edge)	Cables <i>Official</i>
Hatchway Comings <i>Good</i>	Rudder	Anchor No. of
Breasthooks <i>Artificial</i>	Copper <i>Shingles</i>	Standing & Running Rigging

General Observations and Opinion,
as required by the Instructions.

This report appears to be in an efficient state
for the conveyance of sundry perishable goods
constructive & my opinion is eligible to be
dated Feb 1st 1869

Character assigned