

| Length aloft | Feet. | Inches. | Extreme Breadth | Feet. | Inches. | Depth of Hold | Feet. | Inches. | |
|--------------------------------------|-------|---------|-----------------|---------------------|---------|----------------|---------|----------------------|----|
| | 4 | | | 26 | | | 1 | | |
| Scantlings of Timber. | | | | Thickness of Plank. | | | | | |
| Timber and Space | each | inches. | Moulded | inches. | inches. | Outside. | inches. | Inside. | |
| Floors | aided | 21 | 11 | | | Keel to Bilge | 13 | Foot Waling | 14 |
| 1 st Foothooks | " | 10 | " | " | | Bilge Planks | 13 | Bilge Planks | 14 |
| 2 nd Ditto | " | 10 | " | " | | Bilge to Wales | 13 | Ceiling in Flat | 14 |
| 3 rd Ditto | " | 10 | " | " | | Wales | 14 | Ditto Bilge to Clamp | 15 |
| Top Timbers | " | 14 | " | " | | Topside | 15 | Hold Beam Clamps | 16 |
| Deck Beams . . . N ^o . of | 22 | | | 16 | | Sheer Strakes | 15 | Deck Beam Sheer | 16 |
| Hold Beams . . . N ^o . of | 20 | | | 9 | | Plank Strakes | 16 | Ceiling Twist Decks | 17 |
| Keel | " | 9 | | | | Water-Ways | 18 | Hold Beam Shelves | 19 |
| Kelsons | " | 11 | | | 10 | Upper Deck | 19 | Deck Beam Ditto | 20 |

| Copper. | | SIZE OF BOLTS IN CASES WHERE | | Iron. | |
|--------------------------------|------------------|---------------------------------------|------|--------------------------------|----------------|
| | fathrs. | | | | fathrs. |
| Heel-Knee, and Dead Wood shaft | $\frac{1}{2}$ | Copper. | | | |
| Scuppers of Keel | N ^o . | Bolts thro' the Bilge and Foot Waling | same | Hold Beam | Copper |
| Floor Timber Bolts | | Butt End Bolts | same | Deck Beam | Iron |
| Kelson ditto | $\frac{1}{16}$ | Lower Pintle of the Rudder | | | $\frac{1}{16}$ |
| Transoms and throats of Hooks | $\frac{1}{16}$ | | | same in Iron above the Copper. | |
| Arms of Hooks | $\frac{3}{16}$ | | | | |

Timbering.—The Space between the Floor Timbers and Lower Footbooks in this Vessel is 5 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Planks the Transoms, Aprons,

Knight Heads, Hawse Timbers, of La. H. and are free from all defects.

The Floors and first Footbooks are composed of Lumber Timber.



The other Footbooks and Top Indices of _____
 rule SLIPs of the first and second Footbooks are not less than sub. 100 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are

The Frame is 12 squared from the first Foothook Heads upwards, and 12 free from sap, and from thence downwards, the frame is 12

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 1/4 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 Simple and the False Kelson of False

The Scarpas of the Kelsons are not less than four feet 6 inches.

The Deck and Hold Beams are composed of Teak

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

From the first Foothook Heads to the Light Water Mark of Rehoboth } "

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of Sea Horse The Topsides of Sea Horse

The Sheer-strokes and Plank-sheers of _____ The Water-ways of _____

The Decks of _____ State of Ind.

The Shifts of the Planking are not less than 3 Foot 4 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 2 1/2 between

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

The Coiling, Lower Hold, of La R. Between Decks of Yak.

Shelf Pieces of 1/2 in Clamps of 1/2 in

Fastenings.---To Hold Beams *Bear Slipping & Moving* Bolts & nuts & washers

Deck Beams 5" x 8" Redwood, 10' long, 10' apart, 10' from bow to stern.

Number of Breasthooks 8 Pointers none required Crutches 1

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

Butts and Bolls are not 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

7223 *Sam*Her Masts, Yards, &c. are in good condition, and sufficient in size and length.

| She has SAILS. | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------|---------------------------|-------------|---------------------------|-----------------------------|------------------|
| N ^o . | | Fetches. | | Fetches. | N ^o . |
| | Fore Sails, | | Chain | | Bower, |
| | Fore Top Sails, | | Hempen Stream Cable | | Stream, |
| | Fore Toppmast Stay Sails, | | Hawser | | Kedge, |
| | Main Sails, | | Trawlins | | |
| | Main Top Sails, | | Warp | | |
| and | | | All of _____ quality. | | |

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is Good Capstan Good and Rudder Good**General Remarks—Statement and Date of Repairs.**

The Ship is reported to have been lengthened 17 ft at the
New Works, T. Smith, Oldbury, Waterbury's Shipyard, &c.,
in 1803, it has the appearance of being recently done.
At the present time the Copper has been stripped: the
bottom, carefully examined, and the two bolts and nails
punched up and plugged: the heads of the good bolts protected
with lead caps; drove a short Copper bolt in the main,
where the nails were defective: Caulked, felled, and sheathed
and Coppered to the keel -

The Ship appears in a very sound and firm
state; throughout, the bottom is fastened with long
iron nails turned on the hind plank - all which have
been examined, and the defective ones punched up & plugged.

The appearance of the bottom when stripped was favourable - all the
iron bolts and nails turned, the defective ones punched up, and all
capped with lead - one felled - George Bayley

Is sheathed, caulked, felled, or Coppered

1841

When last done

I am of opinion this Vessel should be Classed

A. O.

The amount of the Fee

Is received by me

Special

Committee's Minute

1841

Character assigned

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