

17661 Lon  
 Built at Silverpool When built 1847  
 built Robt Clarke & Sons Owners L. W. & S. Sharn  
 belonging to \_\_\_\_\_ Destined Voyage \_\_\_\_\_  
 obeyed while Building, Afloat, or in Dry Dock \_\_\_\_\_

Length aloft 132 Feet. 1 Inches. Extreme Breadth 30 Feet. 4 Inches. Depth of Hold 20 Feet. 4 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	28	14	14	Keel to Bilge	3 1/2	Limber Strakes	4
1st Foothooks.....	12	11	11	Bilge Planks	5 1/2	Bilge Planks	5 1/2
2nd Ditto.....	10	9 1/2	9 1/2	Bilge to Wales	3 1/2	Ceiling in Flat	3 1/2
3rd Ditto.....	10	9	9	Wales	5 1/2	Ditto Bilge to Clamp	3 1/2
Top Timbers.....	9	7	7	Short Hoods	3	Hold Beam Clamps	4
Deck Beams N° <u>Average Space</u>	12	12	12	Topsides	4	Deck Beam Ditto	4
Hold Beams N° <u>Average Space</u>	12 1/2	12 1/2	12 1/2	Sheer Strakes	5	Ceiling 'twixt Decks	3 1/2
Keel	13	13	13	Plank Sheers	8	Hold Beam Shelves	6
Keelsons	12	12	12	Water-Ways	3 1/2	Deck Beam Ditto	5
Scarpns of Ditto				Upper Deck			

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	1 1/2	Transoms and throats of Hooks	1 1/2	Lower Pintle of the Rudder	3 1/2
Scarpns of Keel.....N°.	7/8	Arms of Hooks	1 1/2	Hold Beam	1 1/2
Floor Timber Bolts	1 1/4	Bolts thro' Bilge & Limber Strakes	7/8	Deck Beam	1
Kelson ditto	1 1/4	Butt End Bolts	3/4		

**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 Inches. The Stem, Stern Post, consist of English African oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English oak and are free from all defects. The Floors consist of English African oak. The First Foothooks of English oak Timber. The Second Foothooks of English oak. The Third Foothooks of English oak. The Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than 5 1/2 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 6 feet. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap; and from thence downwards, the frame is well. The ~~alternate~~ Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1 3/4 of the entire moulding at that place. The Frame is all chocked with cross Butt at each end of the chock. 2 1/2 inches. The Main Keelson is African oak and free from all defects. The False Keelson is English and African oak. The Deck Beams consist of English and African oak. The Hold Beams of African oak. The Knees of English oak.

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm. From the above named Height to the Light Water Mark African oak. From the Light Water Mark to the Wales African oak. The Wales and Black-strakes are African oak. The Topsides East India Teak & African oak. The Sheer-strakes African oak and Plank-sheers African oak. The Water-ways Pitch pine. The Decks American Yellow Pine. State of well. The Shifts of the Planking are not less than Five 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 Three Strakes between

**Planking Inside.**—The Limber-strakes are African oak the Bilge Planks African oak. The Ceiling, Lower Hold, African oak. Between Decks African oak. Shelf Pieces African oak. Clamps African oak.

**Fastenings.**—To Hold Beams Staple standard from knees between deck & deck

Deck Beams

Number of Breasthooks Five Pointers Five Crutches One

Butts End Bolts are of 3/4 in in the Bottom, and 3/4 in Bolt in each Butt End through and clenched.

Bilge and Limber Strakes 1 1/2 in bolted through and clenched. Treenails of Locust How Made Planed

General Quality of Workmanship Unexceptional

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature Robt Clarke & Sons Surveyor's Signature \_\_\_\_\_



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

She has SAILS.		CABLES, &c.		ANCHORS, and the	
N <sup>o</sup> .				Fathoms.	Inches.
	Fore Sails,	Chain .....			Bower, .....
	Fore Top Sails,	Hempen Stream Cable .....			
	Fore Topmast Stay Sails,	Hawser .....			Stream, .....
	Main Sails,	Towlines .....			
	Main Top Sails,	Warp .....			Kedge, .....
	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 \_\_\_\_\_ Capstan \_\_\_\_\_ Rudder \_\_\_\_\_ Pumps \_\_\_\_\_

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

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ : : is received by me,

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute \_\_\_\_\_ 185 \_\_\_\_\_

Character assigned \_\_\_\_\_

