

Rec'd 9/8/54 19185

No. 133 Survey held at Wells Date 29 Dec 1853 & 18 May 1854
 on the B.K. "Guadalupe" Master B. Adamson
 Tonnage Old 325 335 Built at Wells When built 1853 & 54 Launched 1854
 By whom built M^r Tyrrell Owners Riley &
 Port belonging to Souclon Destined Voyage Building at Wells
 If Surveyed while Building, Afloat, or in Dry Dock Building at Wells

Length aloft	Feet. 120	Inches.	Extreme Breadth	Feet. 24	Inches. 3	Depth of Hold	Feet. 12	Inches. 9
Scantlings of Timber.				Thickness of Plank.				
Room and Space	24	Inches.	Inches. Middle Ends	Outside	Inches.	Inside.	Inches.	
Floors.....	sided 10 1/4	Moulded	12	Keel to Bilge	7 to 4 1/2	Limber Strakes	4	
1 st Foothooks.....	9 1/2	"	9	Bilge Planks	four	Bilge Planks	four 3 3/4	
2 nd Ditto.....	" 8 3/4	"	8	Bilge to Wales	3	Ceiling in Flat	2 3/4	
3 rd Ditto.....	7 7/8	"	7 1/2	Wales	five 4 1/2	Ditto Bilge to Clamp	2 3/4	
Top Timbers	" 7	"	5	Short Hoods		Hold Beam Clamps	two 3 1/2	
Deck Beams N ^o 25	Average Space } " 8	"	8	Topsides	3 1/2	Deck Beam Ditto	7 1/2 to 4	
Hold Beams N ^o 5	Average Space } " "	"	"	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	2 3/4	
Keel	" 11 1/2	"	15	Plank Sheers	3	Hold Beam Shelves	none	
Keelsons	" 12 1/2	"	14	Water-Ways	10 x 11	Deck Beam Ditto	none	
Scarp of Ditto	5 1/2	"	"	Upper Deck	3			

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

Heel-Knee, and Deadwood abaft	Copper 1	Iron	Transoms and throats of Hooks	Copper 7/8	Iron	Lower Pintle of the Rudder	Copper 2 1/2	Iron
Scarp of Keel N ^o 8	7/8		Arms of Hooks	7/8		Hold Beam	7/8	
Floor Timber Bolts	15		Bolts thro' Bilge & Limber Strakes	7/8		Deck Beam	1/8	
Kelson ditto	1		Butt End Bolts	1 1/8				

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 Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of Eng^l Oak The Shifts of the first and second Foothooks are not less than 3 ft 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 ft 6 in The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is well squared all the alternate Frames are all the bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are scupped close together; their thickness not less than 1/5 of the entire moulding at that place. The Frame is or chocked with a Butt at each end of the chock. The Main Keelson is English Oak and free from all defects. The False Keelson is none The Deck Beams consist of English Oak The Hold Beams of Eng^l 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 and English Beech From the above named Height to the Light Water Mark Quartz fir From the Light Water Mark to the Wales Quartz fir The Wales and Black strakes are English Oak The Topsides English Oak The Sheer-strakes English Oak and Plank-sheers English Oak The Water-ways Red Pine The Decks Yellow Pine State of good Yellow Metal Nails The Shifts of the Planking are not less than 5 Feet 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 between

Planking Inside.—The Limber-strakes are English Oak the Bilge Planks English Oak The Ceiling, Lower Hold, Quartz fir Between Decks English Oak & Quartz fir Shelf Pieces none Clamps English Oak

Fastenings.—To ~~the~~ Beams iron Haugby Nails or iron Riders 23 Pairs and wood lodging knees to the four aftermost Beams Hold Beams 5 Pairs iron Staples and 5 Pairs iron Riders Nails wood lodging knees to the four aftermost Beams Number of Breasthooks 3 of iron Pointers Two Crutches One Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Circular & Australian gum Wood General Quality of Workmanship Very good

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

Builder's Signature M^r S. Tyrrell Surveyor's Signature A. H. Ritchie

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

19185 Len

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.			
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
2	Fore Sails,	Chain		210	1 1/2	Bower,	3 13
2	Fore Top Sails,	Chain <u>Hamper</u> Stream Cable		75	7/8		
2	Fore Topmast Stay Sails,	Hawser				Stream,	1 4
1	Main Sails,	Towlines		64	8		
1	Main Top Sails,	Warp	<u>Two</u> <u>sa</u>	70	5/8	Kedge,	1 2 1/2
and <u>every other requisite</u>		All of <u>New</u> quality.					

Her Standing and Running Rigging is sufficient in size and New in quality. good

She has One Long Boat and Two others

The present state of the Windlass is New Capstan New Rudder _____ Pumps _____

General Remarks—Statement and Date of Repairs.

This Vessel frame and Planking twice on the 29th Dec^r 1853 & 18 May 1854. The frame is all of sound good English oak timber equal to 10 A Clap - but is in part Planked with Baltic fir without & with in board which reduces her Claim to the Period stated below -

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed S.A

The Amount of the Fee.....£ 3 : - : is received by me,

Special£ 13 : 15 : -

Certificate (if required)£ : : -

J. H. Ritchie

Committee's Minute 22nd Aug^r 1854

Character assigned A / for S Gu
L.D.

