

No. 113 Survey held at London Date Jan^y 20th to July 8th 1859
on the Pilot Schooner "Count de Benha firme" Master Theodore Augusta Pinha
Builders Old 94⁷⁸ Tonnage New 94 Built at Northfleet When built 1839 Launched May 4 1839
By whom built W^m H. Pitcher Owners Portuguese Government
Port belonging to Lisbon Destined Voyage _____

Surveyed while Building, Afloat, and in Dry Dock under Special Survey

Length aloft between Posts			Extreme Breadth Outside			Depth of Hold		
Feet. 73			Inches. 17			Feet. 9		
Inches. 6			Inches. 0			Inches. 6		
Scantlings of Timber.			Thickness of Plank.					
Timber and Space			Outside.			Inside.		
Floors			Garboard Strakes			Limber Strakes		
1 st Foothooks			Garboard to Bilge			Bilge Planks		
2 nd Ditto			Bilge Planks			Ceiling in Flat		
3 rd Ditto			Bilge to Wales			Ditto Bilge to Clamp		
Top Timbers			Wales			Hold Beam Clamps		
Deck Beams			Topsides			Deck Beam Ditto		
Deck Beams, length amidships			Sheer Strakes			Ceiling 'twixt Decks		
Hold Beams			Plank Sheers			Hold Beam Shelves		
Hold Beams, length amidships			Water-Ways			Deck Beam Ditto		
Keel			Upper Deck					
Scarphs of Ditto			Lower Deck					
Keelsons			Ditto, faying surface against Timbers					
Scarphs of Ditto			Upper Deck					

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Heel-Knee, & Deadw'd abaft			Transoms and throats of Hooks			Hold Beam		
Scarphs of Keel, N ^o . 4			Arms of Hooks			Bolts in		
Keelson Bolts through Keel at each Floor			Thro' Bilge & Limber Strakes			Deck Beam		
Bolts thro' Heels of Timbers against Deadwood			Thickstuff over Double Floors			Bolts in		
			Butt End Bolts			Nails or Bolts in Flat of Deck		
			Pintles of the Rudder			Treenails one Inch		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 4 1/2 Inches. The Space between the Top-Timbers is 6 Inches.

The Floors consist of English Oak The First Foothooks of English Oak

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 2-6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are sufficient

The Frame is well squared from the First Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is satisfactory

The alternate Frames are — bolted together to the Gunwale. 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, and dovelled.

The Frame is not chocked with — Butt at each end of the chock. The Main piece of Rudder is English Oak of Windlass is English Oak

The Keel is American Elm The Main Keelson is Teak and — free from all defects.

The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of English Oak Deadwood, of English Oak and are — free from all defects.

The Deck and Hold Beams of English Oak The Breasthooks of Oak & Iron The Knees of Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is Teak & American Elm
or to the First Foothook Heads }

From the above named Height to the Light Water Mark Teak

From the Light Water Mark to the Wales Teak

The Wales and Black-strakes are Teak The Topsides & Sheer-strakes Teak

The Spiketting and Plank-sheers Teak The Water-ways { Upper Deck Teak
Lower Deck —

The Decks Santzig Pine State of Good

The Shifts of the Planking are not less than 5 Feet 6 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, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are Teak & English Oak

The Ceiling, Lower Hold, and between Decks Teak Shelf Pieces and Clamps Teak

Fastenings.—To Hold Beams —

Deck Beams Waterways & Shelves, eleven pairs of Iron hanging knees
lodging knees in the main rooms and a pair aft.

Number of Breasthooks three of Iron Pointers none Crutches 13 of Iron

Butts End Bolts are of Y. Metal & Copper in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are — bolted through and clenched. Treenails of English Oak How Made 2919

Thickstuff over Double Floors are — bolted through and clenched. General Quality of Workmanship very good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Wm. H. Pitcher Surveyor's Signature M. W. M. M.

22603 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 ^o .				Fathoms.	Inches.	N ^o .	Weight.
1	Fore Sails,		Chain	120	13/16	Bower,	2 5.2.0
2	Fore Top ^{Top} Sails,		Hempen Stream Cable				
3	Fore Topmast Stay Sails,		Hawser	90	5	Stream,	1 2.0.0
2	Main Sails,		Towlines				
2	Main Top ^{Top} Sails,		Warp	90	3	Kedge,	none
and 1 ^{1/2} 1/2 sail			All of <u>good</u> quality.				
Her Standing and Running Rigging <u>is</u> <u>hemp</u> sufficient in size and <u>good</u> in quality.							
She has <u>one</u> Long Boat and <u>one</u> Cutter <u>Gig</u>							
The present state of the Windlass <u>is</u> <u>not any</u> Capstan <u>Good</u> Rudder <u>Good</u> Pumps <u>two 1 1/2 4 1/2 Iron Redpath's & Co</u>							

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	{ <u>At various times while building under special survey.</u>
	2nd. When the Beams are put in, &c.	
	3rd. { When completed, and before the plank be painted or payed }	

She is fastened with Yellow Metal and Copper Bolts to the exclusion of Iron as prescribed by the Rules, Section 46, for vessels entitled to an additional year for Metal fastenings.

Henry S. Patten

The Materials and workmanship are exceedingly good. The scantlings generally are beyond the requirements of the Rules. She is framed with long and short arm floors close jointed and square butts; the butts of the outside planking are double thro' bolted with Copper; there is an Iron plate 3 1/2 x 1/2 fitted on her frame passing round the Stern at the back of the deck transom - bolted alternately with 5/8 Iron bolts to the timbers and with 5/8 Copper bolts thro' the outside planking; her Garboard Strake is five inches thick the thickness graduated to 2 1/2 in three planks - She has a false keel of American Elm 7 deep bolted with 5/8 Copper bolts and Metal clamps.

The Beams being much closer than required by the Rules she has not a hanging knee to each beam end, but having eleven pairs is considered to be efficiently secured.

Present condition of Caulking of Bottom, Good when tested Deck, good and Waterways good
 with Yellow Metal
 Sheathed, Double, Plated, or Coppered on tar When last done now

I am of opinion this Vessel should be Classed 13 A 1

The Amount of the Fee.....£ 1 : — : — is received by me,

Special£ 10 : 10 : —

Certificate£ : : —

Committee's Minute 26th Aug^t 1859

Character assigned for 13 years

14. 8 -