

No. 618 Survey held at Milford Date January 22, 1852  
on the Brigantine "Crystal Palace" Master John Davies  
Tonnage 49 16 1/2 Built at Milford When built 1852  
By whom built James Davies Owners Gayer Starbuck  
Port belonging to Milford Destined Voyage  
If Surveyed Afloat or in Dry Dock and on the stocks

Length aloft	70	Feet.	Inches.	Extreme Breadth	18 9/10	Feet.	Inches.	Depth of Hold	10 1/10	Feet.	Inches.
Scantlings of Timber.											
and Space	13	Inches.		Moulded	11	Inches.		Thickness of Plank.			
	10 1/2	Inches.				Inches.		Outside.		Inside.	
1st Foothooks	10	Inches.			9	Inches.		Keel to Bilge	2 1/2	Limber Strakes	3
2nd Ditto	9	Inches.			7 1/2	Inches.		Bilge Planks	3 1/4	Bilge Planks	3 1/4
3rd Ditto	9	Inches.			7 1/2	Inches.		Bilge to Wales	2 1/2	Ceiling in Flat	2
Top Timbers	7 1/2	Inches.			6	Inches.		Wales	4	Ditto Bilge to Clamp	2
Deck Beams N° 15	10	Inches.			10 1/2	Inches.		Topsides	2 1/2	Hold Beam Clamps	
Hold Beams N°	10	Inches.			10 1/2	Inches.		Sheer Strakes	3	Deck Beam Ditto	2 1/2
Keel	10 1/2	Inches.			14	Inches.		Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Kelsons	14	Inches.			13	Inches.		Water-Ways	6 by 9	Hold Beam Shelves	
		Inches.				Inches.		Upper Deck	2 1/2	Deck Beam Ditto	
Size of Bolts in Fastenings, distinguishing whether											
Copper or Iron.				Copper or Iron.				Iron.			
Heel-Knee, and Dead Wood abaft	1 1/8	Inches.		Bolts thro' the Bilge and Limber Strakes	3/4	Inches.		Hold Beam			
Scarphs of Keel N° 1	3/4	Inches.		Butt End Bolts	7/8	Inches.		Deck Beam		3/4	
Floor Timber Bolts	1 1/8	Inches.		Lower Pintle of the Rudder	2 1/4	Inches.					
Kelson ditto	1 1/8	Inches.				Inches.					
Transoms and throats of Hooks	1	Inches.				Inches.					
Arms of Hooks	7/8	Inches.				Inches.					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 3-9 Inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3-10 Inches. The Frame is all squared from the first Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is all squared. 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 1/3 of the entire moulding at that place. The Frame is all chocked with a Butt at each end of the chock. The Main Kelson is composed of Baltic fir and the False Kelson of American Elm. The Scarphs of the Kelsons are not less than feet inches.

The Deck and Hold Beams are composed of 6 English Oak and 9 of Red pine. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of American Elm. From the first Foothook Heads to the Light Water Mark of American Elm. From the Light Water Mark to the Wales of American Elm, and some English Oak forward and aft. The Wales and Black-strakes are of American Oak. The Topsides of Red pine. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Red pine. The Decks of Red pine. State of Best quality. The Shifts of the Planking are not less than 4 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 4 planks between.

**Planking Inside.**—The Limber-strakes are composed of American Oak the Bilge Planks of American Elm. The Ceiling, Lower Hold, of American Oak and Red pine Between Decks of American Oak. Shelf Pieces of Clamps of American Oak.

**Fastenings.**—To Hold Beams Deck Beams English Oak lodging knees, and 8 iron diagonal hanging knees each side. Number of Breasthooks Four Pointers one iron Crutches abaft. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes of Iron bolted through and clenched. Treennails of English Oak. General Quality of Workmanship of the very best.

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

Builder's Signature James Davies

Surveyor's Signature David Vaughan



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
1	Fore Sails,	150	Chain .....	15/16	2	Bower,
1	Fore Top Sails,	100	Hempen Stream Cable .....	7	1	Stream,
1	Fore Topmast Stay Sails,	90	Hawser .....	6	2	Kedge,
1	Main Sails, 1 Main stay	90	Towlines .....	4 1/2	<i>The anchors are not quite new, but very good and heavy enough,</i>	
1 gaff	Main Top Sails, 4 fibs	80	Warp .....	4		
and 1 Maintopmast stay sail			All of .....	quality.		

Her Standing and Running Rigging are new sufficient in size and best in quality.

She has one Long Boat and

The present state of the Windlass is new, of Capstan <sup>- patent purchase</sup> new <sup>Winch</sup> new Rudder new Pumps new of Wood Chamberland

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

This Vessel was formerly a Brig called the "Industry" of Milford, Is now entirely rebuilt, and new of Materials as specified in this report, with the exception of Four floors, 18 first foothooks, 24 second foothooks, 20 of third and 4 of timber, and 2 counter timbers, all of perfectly sound second hand English Oak, there is a Hackmatack knee abaft connecting the keelson, deadwood, and stempost, also an English Oak knee forward connecting the keelson, deadwood and stem, the bilges is bolted through every first foothook and clenched, and the limber stakes bolted through every floor and clenched, there has been no expence spared on this Vessel in any way, the materials used are of the very best quality and she is well fitted out and finished in every respect,

The Owner require a Certificate of her classification, to be sent and charged to the Milford Surveyor, For Restoration under the Second Rule section 58

Specially Surveyed at Milford 11<sup>th</sup> July 1857, when the whole of the planking was stripped off both inside and outside, and almost all the defective timbers removed and replaced; Nelson laid and Peel in; the Deck, Beams and Knees were all out, and there were a few timbers to be removed to make the frame good. I believe she is eligible to be classed as below.

J.W.

If sheathed, doubled, Felted, or Coppered Single bottom When last done 1852

I am of opinion this Vessel should be Restored Classed A. 1. for 6 years from 1852

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, David Vaughan

Special .....£ 1 : 1 : 0

Certificate (if required) .....£ : 5 : 0

Committee's Minute 27<sup>th</sup> Janry 1852

Character assigned Restored