

No. 150 Survey held at Newport Date Dec 1839 150
 on the Undaunted, a Schooner Master W^m Johns
 Tonnage 133 00 Built at Newport When built 1839
 By whom built John Young Owners Capt J^r Co
 Port belonging to Howey Destined Voyage Howey
 If Surveyed Afloat or in Dry Dock Surveyed in Progress of Building

Length aloft.....

Feet.	Inches.
74	11

 Extreme Breadth.....

Feet.	Inches.
20	"

 Depth of Hold.....

Feet.	Inches.
11	4

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space.....	each 22		
Floors.....	sided 10	Moulded 12	
1 st Foothooks.....	" 8	" 8	
2 nd Ditto.....	" 7	" 7	
3 rd Ditto.....	" 6	" 6	
Top Timbers.....	" 5 1/2	" 4 1/2	
Deck Beams.....	Number of 13		
Hold Beams.....	Do. do. 3		
Keel.....	" 11	" 14	
Kelsons.....	" 12	" 14 1/4	

Log a false Kelson 12

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/2	Foot Waling.....	3
Bilge Planks.....	4	Bilge Planks.....	4
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2 1/2
Wales.....	3 3/4	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2	Hold Beam Clamps.....	3
Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	3
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	4	Hold Beam Shelves.....	4 1/2
Upper Deck.....	2 1/2	Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	1/2
Scarphs of Keel.....	N ^o . 8 3/4	Butt End Bolts.....	5/8	Deck Beam.....	3/4
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 1/2		
Kelson ditto.....	1			same in Iron above the Copper.....	
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is four Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are — free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.
 Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 3 feet 5 inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not less than 3. 6

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

The ~~alternate~~ Frames are all bolted together.

The Butts of the Timbers are very close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is from chocked with a Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak

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

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Eng^l & Am^r Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

The Topsides of English Oak

The Sheer-strakes of English Oak Decks, and state of yellow pine, very good

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet " Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of English Oak the Stringers of English Oak between.

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Iron Lodging Knees

Deck Beams Wood Lodging Knees

Number of Breasthooks Three Pointers One Crutches One Wood

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

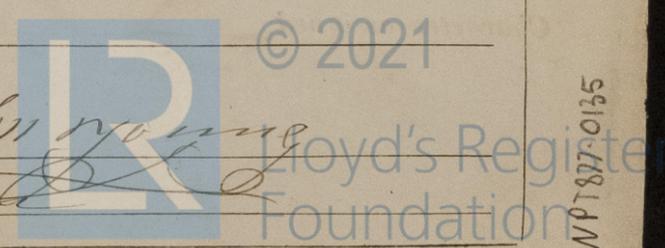
Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship is very good

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

Builder's Name John Young

Surveyor's Name John Coum



NPT 187-0125

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
	Fore Sails,	180	Chain	1 1/2	2 Bower
	Fore Top Sails,	60	Hempen Stream Cable.....	1 1/2	1 Stream,
	Fore Topmast Stay Sails,	90	Hawser	4 1/2	2 Kedges
	Main Sails,	90	Towlines	3 1/2	All of proper weight.
	Main Top Sails,	90	Warp	2 3/4	
	and <u>Good in Quality</u>		All of <u>Good</u> quality.		

Her Standing and Running Rigging is well fitted sufficient in size and Good in quality.

She has One Long Boat and One Jolly Boat

The present state of the Windlass is luffed Capstan Wind and Rudder Good
with 2 sails of Patent

General Remarks—Statement and Date of Repairs.

*This is a faithful well built vessel
 & in accordance with the Rules laid
 down, the Materials & Workmanship is
 very good & I feel justified in
 recommending her as a first Rate vessel.*

If Sheathed, Doubled, or Felted, _____
 and Date when last done _____

And Sam of opinion this Vessel should be Classed 12 years A1

The Amount of the Fee.....£ 2 : 2 : " is received by me, John Corner
Surveyor

Committee Minute 7th May 1840

Character assigned A 1 for 12 Years
AS

