

No. 629 Survey held at Newport Monmouth Date November 4th 1847  
on the Barge "Invincible" Master Sydnam J. Jenkins  
Tonnage 289 tons Built at Newport Mon When built in the year 1847  
By whom built Messrs Young & Cook Owners William C. Webb  
Port belonging to Newport Mon Destined Voyage Mediterranean  
If Surveyed Afloat or in Dry Dock On the slip during the progress of Building

Length aloft	<u>Old Measure</u>	Feet. Inches.	101	0	Extreme Breadth	<u>Old Measure</u>	Feet. Inches.	25	0	Depth of Hold	<u>Old Measure</u>	Feet. Inches.	15	6 1/2			
Scantlings of Timber.					Thickness of Plank.												
Timber and Space	<u>Room &amp; Space</u>	each	22	11 1/2	Outside.					Inches.	Inside.				Inches.		
Floors	<u>From 10 1/4 ins (Mottly 11)</u>	sided	1 1/2	Moulded	11	9	Keel to Bilge	<u>above the Bilge</u>	3 1/2	Foot Waling	<u>on Lumber</u>	3					
1st Foothooks	<u>From 8 ins. to</u>	"	8 1/2	"	9	8	Bilge Planks	<u>3 Strakes</u>	5 1/2	Bilge Planks	<u>above &amp; below</u>	4					
2nd Ditto	<u>From 7 1/2 ins. to</u>	"	8	"	8	7	Bilge to Wales	<u>below the Bilge</u>	4 1/2	Ceiling in Flat	<u>as shown</u>	2 1/2					
3rd Ditto	<u>From 7 1/2 ins. to</u>	"	8	"	7	4 1/2	Wales		3	Ditto Bilge to Clamp	<u>in Margin</u>	2 1/2					
Top Timbers	<u>Cabin Deck Beams 5 in. to</u>	"	7 1/2		6	4 1/2	Topsides		4 1/2	Hold Beam Clamps	<u>as shown</u>	—					
Deck Beams N° 16	<u>Average Space 4 ft. 4 in.</u>	"	9		10	16	Sheer Strakes	<u>2 Strakes</u>	2 1/2	Deck Beam Ditto	<u>in Margin</u>	3					
Hold Beams N° 12	<u>Average Space 4 ft. 4 in. &amp; 8 ft.</u>	"	10 1/2		10 1/2	8	Plank Sheers		3 1/2	Ceiling 'twixt Decks	<u>as shown</u>	2 1/2					
<u>Port Deck Beams 7 in. to alternately</u>		"	7 1/2		7	6 1/2	<u>Port Deck Waterways</u>		3 1/2	Hold Beam <u>Shells</u>	<u>as shown</u>	—					
Keel		"	11		13	—	<u>Cabin Deck</u>		6	Deck Beam Ditto	<u>as shown</u>	None					
Kelsons		"	13		14 1/2	—	Upper Deck		2 1/2								
<u>Fauler Kelson or Bogg</u>		"	13		16 1/2	—			3								
Size of Bolts in Fastenings, distinguishing whether																	
Copper or Iron.					Iron.												
Heel-Knee, and Dead Wood abaft	<u>Iron</u>		1 1/4		Copper or Iron.					Inches.	Iron.				Inches.		
Scarphs of Keel	<u>Copper</u>	N° 8	7/8		Bolts thro' the Bilge and Foot Waling					<u>Copper</u>	3/4	Hold Beam	<u>Iron</u>	7/8 & 1			
Floor Timber Bolts	<u>Iron</u>		1 1/8		Butt End Bolts					<u>Copper</u>	3/4	Deck Beam	<u>Iron</u>	3/4 & 1 1/8			
Kelson ditto	<u>Iron</u>		1 1/8		Lower Pintle of the Rudder					<u>Copper</u>	3/8						
Transoms and throats of Hooks	<u>Iron</u>	1 & 1/8	1 1/8														
Arms of Hooks	<u>Copper</u>	7/8 & 1	1														

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 3 Inches. The Space between the Top-timbers is 3 to 4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are all 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 ft 8 in to 3 ft 10 in. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are from 3 feet 8 inches to 4 feet 6 inches

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

The alternate Frames are all bolted together. from Stem to Stern Post N. B. If not, state how bolted.

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

The Frame is properly chocked with a Butt at each end of the chock, except some few at the Floor Heads with no butts. The Main Kelson is composed of American Oak and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than 6 feet 9 inches.

The Main and Roof Beams are all English Oak. The Deck and Hold Beams are composed of American Oak, except two English Oak and Cabin Deck Beams.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English and American Elm

From the first Foothook Heads to the Light Water Mark of American Oak and English Oak some Elm

From the Light Water Mark to the Wales of American Oak, English Oak and Red Pine

The Wales and Black-strakes are of American & English Oak The Topsides of American Oak

The Sheer-strakes and Plank-sheers of English and American Oak The Water-ways of Red Pine

The Decks of Yellow Pine State of good Copper fastened

The Shifts of the Planking are not less than 5 Feet 0 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 3 Strakes & 4 Strakes between

**Planking Inside.**—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak

The Ceiling, Lower Hold, of Red Pine from Strake Between Decks of Red Pine above the Bilge to Clamps. Flat American & English Oak American Oak Shelf Pieces of Stringers American Oak Clamps of American Oak

**Fastenings.**—To Hold Beams Iron Horizontal Lodging Knives in the long spaces and Iron Horizontal Staple Knives in the short spaces, Cabin Deck Beams Iron Horizontal Staple Knives & Lodging Deck Beams Iron Horizontal Staples between the Beams with Iron Staples from Deck to Hold Beams and One Iron Hanging Knee each side, Poop Deck English Oak Single Lodging Knives, with two Iron Hanging Knives each side. Number of Breasthooks 4 English Oak Pointers one pair Iron Crutches one Iron

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

Bilge and Footwaling Copper bolted through and clenched. The Footwaling bolts are one in every floor from the floor the fore side of the fore mast to two floors

General Quality of Workmanship best description the aft side of the main mast

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

Builder's Signature

Surveyor's Signature

Henry Baynes Lloyd's Register Foundation



Her Masts, Yards, &c. are in good 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> .		
2	Fore Sails,	200	Chain	100	3	Bower,	
1	Fore Top Sails,	60	<del>Iron</del> <sup>Hamper</sup> Stream Cable	1 3/16	1	Stream,	
2	Fore Topmast Stay Sails,	75	Hawser	5 1/2	1	Kedge,	
1	Main Sails,	75	Towlines	7			
2	Main Top Sails,	80	Warp	4 1/2			
and <u>Two repairs on the main</u>			All of <u>good</u> quality.		all with <u>Iron Stock</u>		
two jibs, and all other necessary sails -					Certificate of the		
Her Standing and Running Rigging <u>all new and</u>			sufficient in size and		The test of the proofs of the Chainable, I have not seen		
			<u>good</u>		in quality.		
She has <u>One</u> Long Boat and <u>One</u> Jolly Boat							
The present state of the Windlass is <u>fitted</u> Capstan <u>and</u> Rudder <u>good well fitted and secured with Iron</u>							
<u>with Patent Purchase</u> and Composition Pillars, and Braces							

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

The whole of the Framing of this vessel is of the best quality, well framed and bolted together, and with the exception of a few Chocks at the Floor Beads, which are not butter, might be considered equal to the frame of a vessel of the 12 years grade. Cant Timbers stepped into the Deadwood both forward, and aft, and bolted through. The whole of the Planking on both sides where the principal fastenings pass through, are of English Oak. That is the lower strake of the Wale, receiving the Bolt Beam fastenings, six feet the aft side of the Brake. The Black Strakes above the Wale, receiving the Cabin Deck Beam fastenings from the Brake aft, the Star strakes from forward to six feet the aft side of the Brake, and the Star strakes of the Poop Deck all English Oak. All the other materials used in the construction of this vessel are of the very best quality, and the Workmanship of the very best description.

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

I am of opinion this Vessel should be Classed S.A.1 from 1847 when the fees are paid.

The Amount of the Fee.....£	:	:	is received by me,
Special .....£	:	:	Henry Baynes
Certificate (if required) .....£	:	:	

Committee's Minute \_\_\_\_\_ 184 \_\_\_\_\_

Character assigned See Newport No 812



N.B. Neither the Builders or Owners are disposed to pay the fees. At