


250



1/5 Owners *William Prossland* Port belo

By whom built un known Where built
 Dated then'd 12, July at Walton Newcastle, 1835.
 Destined Voyage

320
Snow Fastness

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Outside.		Inside.	
Length of Keel.....		72 10		Depth of Hold		11 3	
Rake of Stem		19 10		Lower Hold		4 4	
D° of Stern Post.....				Between Decks		" "	
Extreme Breadth				Bilge to Wales		2 1/2	
Scantling of Timber.				Short Hoods		2	
Timber and Space, each		12		Bilge Planks		3	
Floors in the middle		10		Bilge to Keel		2 1/2	
— at the ends		9		Wales		3 1/2	
1 st Foothooks		20	8 1/2	Topsides		2 1/4	
2 nd Foothooks			7	Shear Strake		2 3/4	
3 rd Foothooks			7	Plank Shears.....		2 1/2	
Top Timbers			6 1/2				
Deck Beams..... Middle.....			10				
— at the Ends.....			9				
— Knees			5				
Hold Beams..... Middle.....			10				
— at the Ends.....			10				
— Knees			5 1/2				
Main Kelson			10 1/2				
Scarphs of Kelson			72				
				Decks.			
				Thickness.....		2 1/2	
						Water Ways	
				Bolts.			
				Heel, Knee, and Dead Wood		3/4	
				abaft		3/4	
				Scarph of the Keel		3/4	
				Kelson Bolts		1 1/4	
				Bolts thro' the Bilge and Foot		1 1/4	
				Waling		2 1/4	

We certify that the preceding is a correct description of the above-named Vessel. Witness *husband*, this 2^d day of *March*

Owner's ~~Builder's~~ Name Wm Boutwell

Surveyor's Name Wm. L. Applegate

Masts, Yards, &c.			Sails.		
	Quality of Wood.	Length, &c.	N ^o .		N ^o .
Bowsprit	<i>Spoke</i>	<i>25 by 12 1/2 in</i>	2	Fore Topmast Stay Sails.....	2
Foremast	"	<i>46 " 12 in</i>	2	Fore Sail	2
Main Mast	"	<i>50 " 13 in</i>	1	Fore Topsails	3
Mizen Mast	—	—	1	Main Sails	3
			2	Main Top Sails.....	3

And is generally well }
found in other sails. } *Yes*

Cables, Cordage, &c.				Anchors.		Boats.	
		Fathoms.	Inches.	Nos.		Number and Description.	
Cables, Hemp							
D ^o Iron.....	20 84	15 1/4	1 1/2 1 1/4				
Hawser.....	40	2 1/2	—	2	Bower	6. 2. 0	
Towlines	70	6.	—	1	Stream	2. 0. 0	
1 st Warp	90	4.	—	1	Kedge	1. 0. 0	
2 nd D ^o	80	3 1/2	—				

ling and Running Rigging is all found to } *Yes* *riding hooks* *Boat*
sufficient in size, and good in quality. }

preceding is a correct description of the Stores of the above-named Vessel.

ame Y^m Boutard

Surveyor's Name M. B. Doherty

SURVEYOR'S REMARKS.

Patent Slip

Timbering.

The Quality,
Squaring, and
Workmanship.

New Steel 3. lengths Am. and Eng. Elm 10 sided 9. in. hanging 4. feet 3. scalp with 8. bolts Frame consist of mixed Eng. Elm and oak in bottom and mixed oaks in top, all fairly sound, futlocks not stepped down solid but of 10. shiver points, partially, cross chocked, and left sappy and not well fit, nor timbers well squared to receive planking. — Stern, Apron, Block, Stempost, and frame, Beams, Girders, Helsons, Knight heads & timbers are in fair sound condition, coaming, are oak let down solid on beams.

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Good decks gap filled up with Spruce remainder lately new Waterways, pine, plank below Am. Oak, Shear Strake, Topsides, blackstrake, all Spruce, wales Am. Oak, below which to keel all mixed oak, B Birch, Am. Elm, and some oak, shifted in butts irregular with 1. 2. 3. Strakes between, fairly edged but not well wrought, to timbers, — Clems B Birch, Ciling all mixed old planks of pine, Birch, Beech, Elm, and some oak, fairly sound but very much bored, and shabon shifted irregular in butts and short, a good proportion of beams this on ceiling.

Fastenings.

If Sheathed,
Single Doubled, or
Bottom Felted.

Deck and Hold beams fastened by double lodging braces short in arms and a 14. by 11. in B Birch Spruce shell underneath deck beams which has 2. bolts this waterway and beam ends 4. hooks forward with a sliding transom over coamers timbers knuckled to quarters one hook off new main transom good, but the lower ones very small all fastening, beams and clinched.

Repairs.

Patent Slip
at Walker.

Done at this date. —

Lengthened 12. ft. the gap filled up in top timber mixed oaks with 3rd futlocks floor 1st and 2nd futlocks mostly Eng. Elm. timbers generally not well squared but left sappy and want irregular left to receive planking, Shifts of futlock about 3. ft shiver cross chocked partially, and not well seated, — the whole of the bottom plank below wales and all ciling in lower hold off during repairs, all decayed timber removed and replaced by mixed oak except in Eng. Elm, — entire new keel, new Stern post, and lower stem, with foregrip all Eng. Elm, lower Apron, Oak one Eng. Oak hook forward and another off over lower short transom, 6. new deck beams, B Birch & pine, 4. new hold beams Elm, Am. oak, new mixed oak knees in way of gap fastening left sappy. — replanked from wales to keel with mixed Spruce, B Birch, Am. Elm, and some oak, wales in gap Am. Oak topsides Spruce, Shear Strake and Gunwale Am. Oak and Birch new Spruce Kudder trunk, all the lower hold ceiling recut with mixed old planks of pine B Birch, Birch, Elm, and some oak New

General Observations
and Opinion as
required by the
Instructions.

Main and false helson Am. Elm, mixed oak & pine Transoms drove shaved by the axe from 8. to 10. three repairs not executed with workmanship and materials of middling quality caulked all over.

That, this vessel, having had large repairs, lately together with the present, and is in a fair state of equipment fit to carry dry and perishable cargoes to all parts of the world and in conformity with the foregoing scale of dimensions is in my opinion entitled to be classed. — according to the rules for classification laid down by the committee.

The Amount of the Fee, £ 0, : 10, : 6 is received by me.

Mr. Poppewell.

Committee Minute 3 April 1835.

Character assigned

By 1
J. H. L.