

No. 361 Survey held at *Survey after Repairs Newcastle* Date *24th Decr* 1835. 361
on the *Schooner Fox* Master *Alex^r Stenoch*
Tonnage *109 9/16* Built at *Montrose* When built *1825*
By whom built *Unknown* Owners *Genl. M^r Edwin Scott*
Port belonging to *Dundee* Destined Voyage *Dundee* 442

If Surveyed Afloat or in Dry Dock *At Hopper's Patent Ship Yard New Shore*
Original Survey Dundee N^o 102 Classed B. 1 March 1835

Length aloft.....*66*^{Feet.}*4*^{Inches.} Extreme Breadth*19*^{Feet.}*0*^{Inches.} Depth of Hold*10*^{Feet.}*0*^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	<i>10 1/2</i>		
Floors..... sided	<i>10</i>	Moulded	<i>10 0</i>
1 st Foothooks..... "	<i>8</i>	"	<i>7 1/2</i>
2 nd Ditto..... "	<i>8</i>	"	<i>7 6</i>
3 rd Ditto..... "	<i>6 1/2</i>	"	<i>6 3/2</i>
Top Timbers..... "	<i>6</i>	"	<i>4 3/2</i>
Deck Beams..... "	<i>8 1/2</i>	"	<i>8 3/2</i>
Hold Beams..... "	<i>9</i>	"	<i>9</i>
Keel..... "	<i>9</i>	"	<i>9</i>
Kelsons..... "	<i>10</i>	"	<i>13</i>

Thickness of Plank.

Outside	Inches.	Inside	Inches.
Keel to Bilge <i>Single</i>	<i>2 1/2</i>	Foot Waling.....	<i>3 1/4</i>
Bilge Planks <i>Bottom</i>	<i>3 1/2</i>	Bilge Planks.....	<i>3</i>
Bilge to Wales.....	<i>2 1/2</i>	Ceiling in Flat.....	<i>2</i>
Wales.....	<i>4</i>	Ditto Bilge to Clamp.....	<i>2</i>
Topsides.....	<i>2</i>	Hold Beam Clamps.....	<i>8</i>
Sheer Strakes.....	<i>2 1/2</i>	Deck Beam Ditto.....	<i>3</i>
Plank Sheers.....	<i>2 1/2</i>	Ceiling 'twixt Decks.....	<i>2</i>
Water-ways.....	<i>3 1/2</i>	Hold Beam Shelves.....	<i>1 3/8 1/2</i>
Upper Deck.....	<i>2 1/2</i>	Deck Beam ditto.....	<i>0</i>

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<i>For</i>	Bolts thro' the Bilge and Foot Waling.....	<i>0</i>	Hold Beam.....	<i>3/4</i>
Scarpns of Keel.....	<i>N^o 9 Copper 3/4</i>	Butt End Bolts.....		Deck Beam.....	<i>4</i>
Floor Timber Bolts.....	<i>For</i>	Lower Pintle of the Rudder.....	<i>1 1/2</i>		
Kelson ditto.....	<i>For</i>				
Transoms and throats of Hooks.....	<i>"</i>			same in Iron above the Copper.....	<i>"</i>
Arms of Hooks.....	<i>"</i>				

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

Her Floors and first Foothooks are composed of *Am. Elm Beech & Oak* Timber.

Her other Foothooks and Top Timbers of *Mixed Oaks*

Her Shifts of the first and second Foothooks are not less than *3 ft 4 in* N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are *good were seen*

The Frame is *reasonably* squared from the first Foothook Heads upwards, and *reasonable* free from sap, and from thence downwards, the frame is *fairly squared*

The alternate Frames are *partially* bolted together.

The Butts of the Timbers are *not quite* close together; their thickness not less than *off 1/2* of the entire moulding at that place.

The Frame is *shoveled* with *no* Butt at each end of the chock.

The Main Kelson is composed of *Am. Oak* and the False Kelson of

The Scarphs of the Kelsons are not less than *10* feet *0* inches.

The Deck and Hold Beams are composed of *Mixed Oak*

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of *Eng. Beech*

From the first Foothook Heads to the Light Water Mark of *Eng. Beech*

From the Light Water Mark to the Wales of *Mixed Oak*

The Wales and Black-strakes are of *" "*

The Topsides of *" "*

The Sheer-strakes of *" "*

The Gunwales of *Mixed Oak* Water-ways of *" "*

The Shifts of the Planking are not less than *11* Feet *0* 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 *For. Oak* The Planking is wrought *with 2 & 3 strakes* between the Stringers of *For. Oak*

The Bilge Planks of *For. Oak* and the remainder of the Ceiling of *Mass. Old For. Oak*

Fastenings.—To Hold Beams *Double Oak lagging knees with a shelf on top 6 by 8 in.*

Deck Beams *Double Oak lagging knees*

Number of Breasthooks *4 below Deck* Pointers *1* Crutches *0*

Butts End Bolts are of *2 Iron* in the Bottom, and *no* Bolt in each Butt End through and clenched.

Bilge and Footwaling *"* bolted through and clenched.

General Quality of Workmanship *Fairly well executed*

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

Builder's Name

Surveyor's Name

M^r Dopperwell

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

She has SAILS.			CABLES, &c.		ANCHORS.	
No.		Fathoms.		Inches.	No.	
1	Fore Sails,	160	Chain	9.70.	2	Bower, —
2	Fore Top Sails, <u>Square</u>	1. New	Hempen Stream Cable.....	—	1	Stream, —
2	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge, —
3	Main Sails,	80	Towlines	5 1/2		All of proper weight, <u>yes</u>
1	Main Top Sails, <u>Gaff</u>	2	Warp	3 1/2 x 3		
and <u>fairly found</u>			All of <u>good</u> quality.			
in <u>other sails</u>						

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

She has One Long Boat and clinker built in good order.

The present state of the Windlass is good Capstan 0 and Rudder sound good condition

Bin Body

General Remarks—Statement and Date of Repairs.

Done at this Date.

Rip'd 1st futtock height and the main keelson up and the fore keel out and all the timbers drove out from keel to gunwale Replaced 10 floors, Am. Elm and 1. floor for Oak with Am. Elm fore keel, the keelson went down again sound, and one after piece with long scarf replaced by Am. Elm, 3. first fut-
stocks for Oak; and all rec'd by for Oak 1st futtock height
fore and aft the outside planks whiten'd over from gunwale
to keel, and partially shifted, and all the timbers drove
Off and used three fourths of new gunwale with 3. timber head
and 1. stantion port rails & bulwork, the whole keelson and
some of the Beam bolts drove, and the rudder iron replaced
the Hull caulk'd all over decks and generally well overhauled

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I Am of opinion this Vessel should be Class'd A. 1.

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

Special

Single Bottom

M^{rs} Poppelwell

Committee Minute 5 February 1836

Character assigned Recent Repairs continue Class A. 1.

Am. W.

Am. W.