

*Last Report 1966* *Rebuilding and Restoring* *Rev 6/11/63* *9159*  
No. *9159* Survey held at *Newcastle* Date *13 August 1963*  
on the *SS "Aue Goodyear"* Master *John Sciech*  
Tonnage *Old* Built at *Dartmouth* When built *1848* Launched *1848*  
By whom built *John Goodyear & Co* Owners *John Goodyear & Co*  
Port belonging to *Colon* Destined Voyage *Valencia*  
Surveyed while *Building, Afloat, or in Dry Dock* *in hull - Hutchinsons Slip*

Length aloft			Extreme Breadth Outside			Depth of Hold		
Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
105	4		21	4		12		
Scaulings of Timber.			Thickness of Plank.					
Timber and Space			Outside.			Inside.		
			Inches.			Inches.		
			In Ship.			In Ship.		
			Required per Rule.			Required per Rule.		
Floors	10 1/2	10 9/8	2 1/2	2 1/2	2 1/2	Limber Strakes	3 1/2	3
1st Foothooks	10	9 1/2	2 1/2	2 1/2	2 1/2	Bilge Planks	4 1/2	3
2nd Ditto	4	2 1/2	2 1/2	2 1/2	2 1/2	Ceiling in Flat	3	2
3rd Ditto	4	2 1/2	2 1/2	2 1/2	2 1/2	Ditto Bilge to Clamp	3	2
Top Timbers	4 1/2	4 1/2	2 1/2	2 1/2	2 1/2	Hold Beam Clamps	-	-
Deck	22	22	3	3	3	Deck Beam Ditto	3 1/2	3 1/2
Beams	22	22	3	3	3	Ceiling 'twixt Decks	-	-
Deck Beams, length amidships	22	22	3	3	3	Hold Beam Shelves	-	-
Hold	22	22	3	3	3	Deck Beam Ditto	10 x 10	
Beams	22	22	3	3	3			
Hold Beams, length amidships	22	22	3	3	3			
Keel	10 1/2	10	3	3	3			
Scarp of Ditto	5 1/2	5 1/2	3	3	3			
Keelsons	12	11	3	3	3			
Scarp of Ditto	5 1/2	5 1/2	3	3	3			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule			in Ship.	per Rule
Heel-Knee, & Deadw'd abaft			Transoms and throats of Hooks			Hold Beam	{	Waterway ..	
Scarp's of Keel, N <sup>o</sup> . 4	3/4	3/4	Arms of Hooks .....	1 1/2		Bolts in	{	Knees .....	
Keelson Bolts through Keel	1 1/2	1 1/2	Thro' Bilge & Limber Strakes	1 1/2	1 1/2			Shelf or Clamp	
at each Floor .....			Thickstuff over Double Floors		1 1/2	Deck Beam	{	Waterway ..	1 1/2
Bolts thro' Heels of Timbers			Butt End Bolts .....	1 1/2	1 1/2	Bolts in	{	Knees .....	1 1/2
against Deadwood .....			Pintles of the Rudder.....	1 1/2	1 1/2			Shelf or Clamp	1 1/2
						Nails or Bolts in Flat of Deck			1 1/2



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

She has SAILS.

CABLES, &c.

## ANCHORS, and their weights.

She has SAILS		CABLES, &c.			
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	Weight.
The Sail- greater part new	Fore Sails,	Chain .....	180 1	Bower, .....	3 10.0.0
	Fore Top Sails,	Hempen Stream Cable	Complete 3/4 about 40	Stream, .....	1 10.0.0
	Fore Topmast Stay Sails,	Hawser .....	2 1/2		Span on
	Main Sails,	Towlines .....	2 1/2		
	Main Top Sails,	Warp .....	2 1/2	Kedge, .....	2
and	the new	All of	good quality.		

Her Standing and Running Rigging Complete sufficient in size and kind in quality.

She has the Long Boat and ailly boat

The present state of the Windlass is *good* Capstan *✓* Rudder *good* Pumps *2. Metre from*

General Remarks and Statement and Date of Repairs, if any.

<p>DATES of Surveys held while building, as per Section 35.</p>	1st.	When the Frame is completed	_____
	2nd.	When the Beams are put in, &c.	_____
	3rd.	{ When completed, and before the plank be painted or payed }	_____

This vessel has been lengthened 27 feet - Amidships with materials and fastenings as shown on the other side. The planking inside and out. Plank sheers, waterways, shelves, keelson & keel have been all efficiently shifted into the fore and after bodies which have been opened in accordance with Sec 5-6 of the Regulation by the removal of all the bolts in the range of each deck and the planks taken out, - the upper deck waterways and Plank sheers taken out, - the H. metal sheathing entirely stripped of the bottom, - all the outside planking clubbed on "scraped bright, - a strike in the upper caissons of bottom between the waves and light water mark fore & aft and a plank in the ceiling at the Flon heads" on each side taken out. The timbers cleared, Hooks fore and aft exposed, - the "Moulded umhung and wood lining, stripped. - Chain cables on deck".

Timbers - Stair<sup>th</sup> 2 - 1 Full<sup>th</sup> 3 } Outside planking Sheer-stakes and  
 Lark<sup>th</sup> 3 - " - 3 } Oak new of Greenheart 15"x3 Stair<sup>th</sup> side  
 Frame which Stair<sup>th</sup> 1 - 2 - " - } Top sides one plank 9 ft and 2 aft-  
 Lark<sup>th</sup> none } English Baltic oak, 2 planks of keels of 20. Oak  
 exposed all Stair<sup>th</sup> 13. Lay & Plat. Top } 5-planks of diminishing 9 ft & 4 aft-  
 Lark<sup>th</sup> 13 - " - } Oak Red Pine. 2 Thick bilge planks 9 ft and  
 decked Stair<sup>th</sup> 9 Rough-lizes } 6 planks of bolam 9 ft & 4 aft and part in  
 Lark<sup>th</sup> 10 - " - } Lark<sup>th</sup> - Strike & blue. Port side Top sides  
 One Fulling

3 planks for 2 and 2 aft. Wale 4 planks for 2 and 4 aft. Ballie Oak, 5 of dimensions  
planks for 2 and 6 aft. Red Pine. Bottom plank 7 for 2 & 6 aft. 2 bilge planks (5)  
and 2 aft and a pair of bails? Strake of H. Elm. Waterways & Chan K sheers  
all fine & apt. Red Pine. One piece of waterways Ballie Oak for 2 in main in scuttling  
shelves, and greater part of clamps all new Red Pine. 10x10 shelves & clamps 3 1/2  
thru bolted in every timber of gun. Flat of deck all new & 2 new each  
became Ballie Oak. Deck Transom & loading knees sheels & Oak. Inside planking  
from 2nd full to all new except a couple of short shifts for 2 in all of Red Pine  
and thickets as per new work continued for 2 & aft. Two strakes of 3rd thick  
at 2nd full heads thru bolted with 4 metal in every timber the holes  
became having been removed. The new iron Hook. Second metal of bolts. Under  
keelson, new of H. Oak bolted as per rule with 12mm. New bulwarks and  
bails. Standing mast new and most of the other spars. New rigger and  
greater part of bails. Caulked from keel over all.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good

If Sheathed, Doubled, Telted, or Coppered Yellow metal on plank When last done 1863  
to lower part of keel

I am of opinion this Vessel should be Classed

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

Special .....£ 8 : 12 :

Certificate ....£ " : 2 : 6

Committee's Minute 6<sup>th</sup> November 1863

*Character assigned*

Character assigned Rest  $\Delta$  1 for 7 Years. We are therefore of opinion that this vessel is fully eligible to be restored for Gen Com: Trin: 12 November 1843 record Long Point 781 from 1843 and from the Long Point Restored for 1 for 8 Years and being repairs would respectfully leave it for the Committee's consideration as to the claims for the 8 years, the materials being all equal to this grade. M. Luke Tell #6: Dan