

Length aloft	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.
	108	6		25	9		14	7
	SIDED.		MOULDED.		Thickness of Plank.			
			Feet. Inches.					

Scarp of Ditto		Size of Bolts in Fastenings, distinguishing whether		Upper Deck		Copper or Iron		also of Treenails.		Copper or Iron Inches		Inches required per Rule	
		Copper or Iron Inches in Ship.	Inches required per Rule			Copper or Iron Inches in Ship.	Inches required per Rule						
Heel-Knee, and Deadwood abaft	1	1 1/8		Transoms and throats of Hooks	1 1/2	1 1/2	13/16	Hold Beam Bolts in	Waterway	..			
Scarp of Keel.....N ^o .	1	1 1/8		Arms of Hooks	7/8	7/8	13/16		Knees	.....	7/8	13/16	
Keelson Bolts through Keel at each Floor	1 1/4	1 1/4	13/16	Bolts thro' Bilge & Limber Strakes, or Thick stuff over Double Floors	7/8	7/8	1 1/16		Shelf or Clamp		3/4 x 7/8	13/16	
Bolts through Heels of Timbers against Deadwood	7/8	7/8		Butt End Bolts	3/4	3/4	1 1/16	Deck Beam Bolts in	Waterway	..	7/8 x 3/4	13/16	
				Pintles of the Rudder	2 5/8	2 5/8	2 3/8		Knees	.....	3/4 x 7/8	13/16	
									Shelf or Clamp		3/4	13/16	
								Nails or Bolts in Flat of Deck		....	6 x 7 1/2		
								Treenails	.....	Inches	1 1/4	1 1/8	

The Floors consist of Maple, Spruce, Birch, Beech & Elm

The Second Footbooks of Hazel, Spruce, Birch, Beech, Elm &c. The Third Footbooks and Top Timbers of Spruce & Juniper

The Shifts of the First and Second Foothooks are not less than 4.6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 5-6 except at quarters which are 3 ft to 3.3-

The Frame is well squared from the First Foothook Heads upwards, and quite free from sap, and from thence downwards, the

frame is 8 vol span 100

The alternate Frames are via bolted together to the Gunwale. N. B. If not, state how bolted

The Butts of the Timbers are quite close together; their thickness not less than $\frac{1}{3}$ of the entire moulding at that place.

The Frame is part chocked with a Butt at each end of the chock. The Main piece of Rudder is Red Maple

The Main Keelson is Brick, Beech, Maple & Elm and — free from all defects. The Main piece of Windlass is Rock Maple

The Stem, and Stern Post, consist of Beech The Transoms, Aprons, Knight Heads, and

Hawse Timbers of Spence Deadwood, of Elm, Birch & Beech and are — free from all defects

The Deck and Hold Beams consist of Spruce & Beech The Breasthooks of Birch, Beech, Maple & Spruce The Knees of Spruce

Planking Outside. -- From the Keel to the Height defined in Note to Table A } the Plank is Birch, Beech, Maple & Spruce

to the First Foothook Heads) and Chain is 1000, 1000, and 1000

From the above named Height to the Light Water Mark Birch, Beech, Maple & Spruce

From the Light Water Mark to the Wales Birch, Beech, Maple & Spruce
The Toppides Spruce

The Wales and Black-strakes are Birch, Beech, Maple & Spruce The Topsides Spruce

The Sheer-strakes and Plank-sheers Spruce & Beech The Water-ways { Upper Deck Spruce, Beech
Lower Deck None

The Deck Spence State of Israel

The Decks 4 Spruce State of Mass
The Slats of the Planking are not less than 4 Feet 6 Inches. N. B. If less than prescribed by the Rule, state whether gener

The Shifts of the Planking are not less than 4 Feet 6 Inches. The Planking is wrought Three between, and without step-buttin

or partial, and if partial, in what part of the Ship. The Planking is wrought Hand

Planking Inside The Limber-strakes and Bilge-strakes are Brick & Beech

Planking Inside.—The Limer-strokes and Bidge-strokes are Wood & Lead
The Ceiling, Lower Hold and between Decks Wood Beed & Spruce Shelf Pieces and Clamps Spruce

The Ceiling, Lower Hold, and between Decks *White, Black & Spruce* *Shen* *1888* *17*

Fastenings.—To Hold Beams *7 - wood bolts of 1 inch diameter*

Special
The amount of the fee.....
is received by me.....

Deck Beams *6" Spruce wood lagging Naves well fitted & bolted*

Number of Breastbooks	400	Pointers	100 of Spruce	Crutches	2 of-elm & cts
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Number of Breasthooks Four Pointers Two of Spruce Gratings Two of Iron
Butt End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.

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

Upper Strokes are not bolted through and clenched. Treenails of Spruce & Lumber How Made Shaved & P

Bilge and Limber Strakes are not bolted through and clenched. General Quality of Workmanship Strong but rough

Thickstuff over Double Floors None bolted through and clenched. General Quality of Workmanship OK

III. Verifies that the above is a correct description of the several particulars therein given

We certify that the above is a correct description of the several particulars therein given

Minister's Signature *Charles Klosser* Surveyor's Signature *Charles Klosser*

Builder's Signature Wm. H. Moore Surveyor's Signature Wm. H. Moore

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 ^o .				Fathoms.	Inches.	N ^o .	W ^t .
10	Fore Sails,	Chain	90	1 1/2	Bower,	1	14
	Fore Top Sails,	Hempen Stream Cable	90	1 1/8			
	Fore Topmast Stay Sails,	Hawser			Stream,	1	4-00
	Main Sails,	Towlines	60	8			
	Main Top Sails,	Warp	75	4	Kedge,	1	2-00
and		All of <u>good</u> quality.					

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

She has one Long Boat and ~

The present state of the Windlass is good Capstan none Rudder good Pumps 2 of iron

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

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	14 th March & 7 th April 1856
	2nd. When the Beams are put in, &c.	26 th Nov ^r 1856 & 9 th March 1857
	3rd. { When completed, and before the plank be painted or payed }	14 th May 9 th June & 10 th July 1857

This vessel's frame is built with single floors and 1st futwales which rest on the curve line of Keel. Timber is rough but strong. Keelsons are bolted through every floor and generally shrouded under Keel. Stoper deck underneath is well fitted and bolted as per Table B. Stoper and lower deck clamps are through bolted in every timber alternately. Lower deck shorthitting is thro bolted in every frame. Butts and Bidges are thro fastened as per Rule Section 116. Workmanship is strong and good. She has a very fair proportion of thro fastening all over, and when knees and riders are fitted in accordance with Table E I think her eligible to class 4 A.

Charles Roper.

Present condition of Caulking of Bottom, good Deck, ant. pine and Waterways ant. pine

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 4 A

The Amount of the Fee.....£ 5 : 1 : 0 is received by me, CRCover

Special.....£ 4 : 0 : 0

Certificate£ : :

Committee's Minute 29th June 1858

Character assigned A 1 for 4 Years



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Lloyd's Register
Foundation