

No. 676 Survey held at Poole Date July 1851 to Jan'y 3 1853
 the Schooner Florence Master Edward Matthews
 Tonnage 120 Built at Poole When built 1853
 By whom built Wheaton & Saunders Owners John Kemp Welch
 Port belonging to London Destined Voyage Swansea
 If Surveyed Afloat or in Dry Dock While Building

Length aloft <i>as per Report</i>	Feet. Inches. <u>85</u> <u>91</u>	Extreme Breadth	Feet. Inches. <u>20</u> <u>19</u> <u>4/10</u>	Depth of Hold	Feet. Inches. <u>12</u> <u>12</u> <u>9/10</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>23</u>	Inches Middle <u>10</u>	Inches Ends <u>8 1/2</u>	Outside.	Inside.
Floors	sided <u>9</u>	Moulded <u>10</u>	<u>8 1/2</u>	Keel to Bilge	Limber Strakes
1 st Foothooks	" <u>8 1/2</u>	" <u>8 1/2</u>	<u>8</u>	Bilge Planks	Bilge Planks
2 nd Ditto	" <u>8</u>	" <u>8</u>	<u>7</u>	Bilge to Wales	Ceiling in Flat
3 rd Ditto	" <u>6 3/4</u>	" <u>7</u>	<u>6 1/4</u>	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>6 1/2</u>	" <u>4 1/2</u>	<u>4 1/2</u>	Topsides	Hold Beam Clamps
Deck Beams N ^o <u>21</u>	Average Space } <u>3.6</u>	" <u>7 1/2</u>	<u>5 1/2</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o <u>5</u>	Average Space } <u>8.6</u> <u>8</u> <u>12-6</u>	" <u>9</u>	<u>9</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>10</u>	" <u>14</u>	<u>9</u>	Water-Ways	Hold Beam Shelves
Kelsons	" <u>10 1/2</u>	" <u>10 3/4</u>	<u>10 3/4</u>	Upper Deck	Deck Beam Ditto

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	Bolts thro' the Bilge and Limber Strakes	Inches. <u>5/8</u>	Hold Beam	Inches. <u>7/8</u>
Scarpns of Keel N ^o <u>8</u>	<u>7/8</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>5/4</u>
Floor Timber Bolts	<u>7/8</u>	Lower Pintle of the Rudder	<u>2 3/8</u>		
Kelson ditto	<u>7/8</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 to 4 Inches. The Space between the Top-timbers is 4 to 5 1/2 Inches. The Stem, Stern Post, are composed of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng Oak and are quite free from all defects. The Floors and first Foothooks are composed of Eng Oak Timber. The other Foothooks and Top Timbers of Eng Oak. The Shifts of the first and second Foothooks are not less than 3 in 6 in N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is quite squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is quite square. The alternate Frames are all bolted together. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is crop chocked with a Butt at each end of the chock. The Main Kelson is composed of Eng Oak and the False Kelson of Am Elm. The Scarpns of the Kelsons are not less than 7 feet 9 inches. The Deck and Hold Beams are composed of Eng Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Am & Eng Elm. From the first Foothook Heads to the Light Water Mark of Eng Oak. From the Light Water Mark to the Wales of Eng Oak. The Wales and Black-strakes are of Eng Oak. The Topsides of Eng Oak. The Sheer-strakes and Plank-sheers of Eng Oak. The Water-ways of Eng Oak. The Decks of Am Yellow Pine State of new. The Shifts of the Planking are not less than 5 Feet — 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 three between

Planking Inside.—The Limber-strakes are composed of Eng Oak the Bilge Planks of Eng Oak. The Ceiling, Lower Hold, of Eng Oak Between Decks of Eng Oak. Shelf Pieces of Eng Oak Clamps of Eng Oak.

Fastenings.—To Hold Beams 10 Pairs of Lodging Knees. Deck Beams Spelled into Shelf & Pairs of Hanging Knees & 2 Pairs of Wood Lodging Knees. Number of Breasthooks 4 of Wood Pointers — Crutches —. Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. Bilge and Limber Strakes Copper & bolted through and clenched. Treennails of Eng Oak Engine Room. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Signature _____ Surveyor's Signature Amhouse Martindale

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	90	Chain	1	2	Bower, <i>cut of lb 7-1-0 - cut of lb 7-2-0</i>
2	Fore Top Sails,	75	<i>Chain</i> Hempen Stream Cable	<i>1 1/2</i>	1	Stream, 2-3-27
2	Fore Topmast Stay Sails,	45	Hawser	<i>3/4</i>	1	Kedge, 2-1-1
2	Main Sails,	45	Towlines	<i>4</i>		
1	Main Top Sails,	75	Warp	5-		
and			All of <u>Good</u> quality.			

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

She has one Long Boat and one *olly* Boat

The present state of the Windlass is new Capstan new and Rudder new Pumps 2 of Metal new

General Remarks—Statement and Date of Repairs.

N^o 3

*This vessel has been Specially Surveyed while Building.
 The frame was examined by James Martin & myself.
 This vessel has been efficiently found with Stores of every description*

J. W. Polking

Martindale Travelling Expenses £4.6.0

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 12 A. When the required Stores are on board Martindale

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, *J. W. Polking*

Special£ 6 : 0 : 0

Certificate (if required)£ : 5 : 0

Committee's Minute 15th April 1843

Character assigned 12 A

