

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.																																																																																																																																																																																																																	
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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
Heel-Knee, & Deadw'd abaft		1 1/2	1 1/8			1 1/4
4 Scarphs of Keel, N <sup>o</sup> . 10		1 1/4	1 1/8			1 1/4
Keelson Bolts through Keel at each Floor		1 3/8	1 1/4			1 1/4
Bolts thro' Heels of Timbers against Deadwood		1 1/2	1 1/8			1 1/4
Transoms and throats of Hooks						
Arms of Hooks						
Thro' Bilge & Limber Strakes						
Thickstuff over Double Floors						
Butt End Bolts						
Pintles of the Rudder						
Hold Beam						
Bolts in						
Deck Beam						
Bolts in						
Nails or Bolts in Flat of Deck						
Treenails						

The Floors consist of Birch for 70 ft. 6" remainder Vamarac & The First Footbooks of Vamarac & Oak

The Second Foothooks of Tamarac 8000 The Third Foothooks and Top Timbers of Tamarac.

The Shifts of the First and Second Foothooks are not less than 4.9 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4.9 10 6 4 3<sup>21</sup>

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

The 1 Frames are iron bolted together to the Gunwale. *Open ended*

N. B. If not, state how bolted.

The Butts of the Timbers are  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 Oak of Windlass is Oak

The Keel is Rock Elm & Oak The Main Keelson is Oak and 1 free from all defects.

The Stem, and Stern Post of oak The Transoms, Knight Heads, Hawse Timbers. <sup>oak</sup> <sup>oak</sup> <sup>oak</sup>

and Aprons of oak & Tamarac Deadwood, of Tamarac and are - free from all defects.

The Deck and Hold Beams of *Samarac, Oak & Red Pine* The Breasthooks of *Samarac & Iron* The Knees of *Samarac & Iron*

**Planking Outside.**—From the Keel to the Height defined in Note to Table A, the Plank is *Back Pl. & 1/2 in.*

From the above named Height to the Light Water Mark Back of the } the Flank is Rock am o Vamoral

From the above named Height to the Light Water Mark Clock Elm, Vamarac & Red Pine

From the Light Water Mark to the Wales *Camarac & Red Tree*

The Wales and Black-strakes are Vamarac & Heda/me The Topsides & Sheer-strakes Vamarac & Heda/me

The Spirketting and Plank-sheers Tamarac The Water-ways { Upper Deck Red Pine  
Lower Deck Red P.

The Decks *Yellow Pine* State of *Calif*

The Decks Yellow pine State of good

The Shifts of the Planking are not less than 6 Feet 0 Inches N B If less than prescribed by the Rule state whether general

The Shifts of the Planking are not less than 6 Feet 6 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 and without star-buttresses.

or partial, and if partial, in what part of the Ship. The Planking is wrought three between, and without step-bulging

**Planking Inside** The Limber strakes and Bilge-strakes are Red Pine

**Planking Inside.**—The Limber-strakes and Bidge-strakes are Red Elm, Pamarac Rilled Elm  
*Yellow Oak Elm*  
 The Ceiling, Larder Hold and between Decks Yellow Oak Elm Red Pine Shelf Biscuits and Clewings Red Pine

The Ceiling, Lower Hold, and between Decks Yammarac 1000 lbs Shelf Pieces and Clamps Red Pine

**Fastenings.**—To Hold Beams *N. Vamarac* using Nails with an iron roller to every beam end all well fitted & thick bolted

25 2 12 21 1 4 17

Deck Beams 8<sup>m</sup> Tamarac roofing Knees with an iron hanging knee to every  
10' on the wall to the side of the flat roof

beam end, all well fitted & properly worked.

Number of Breasthooks *110* *See* Pointers *pr of Samarac* Crutches *Four of Samarac &c*

Butt End Bolts are of yellow metal in the Bottom: Two Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are yellow metal bolted through and clenched. Treenails of Red Elm & Tamarac How Made Turned  
as per Rule Sec 39

Thickstuff over Double Floors are now bolted through and clenched. General Quality of Workmanship good and strong.

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

Builder's Signature *C. Dubois* Surveyor's Signature *Charles H. Jones*





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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.			Fathoms.	Inches.		No.	Weight.
21	Fore Sails,	Chain 5. <u>no 2 second hand</u>	90	1 1/2	Bower, 5	2nd second hand <u>no 1</u>	about 40.0.0
pieces	Fore Top Sails,	Hempen Stream Cable	90	2		<u>no 1</u>	40.0.0
	Fore Topmast Stay Sails,	Hawsers, <u>2 no</u>	50	10	Stream,		
	Main Sails,	Towlines	50	8			
	Main Top Sails,	Warp			Kedge, <u>new</u>	1	7.0.0
		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 gig & pinnace  
The present state of the Windlass is good Capstans good Rudder good Pumps 2 of iron good

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 18th Decr 1862, 25th Jan'y 27th Feb'y 18th March 1863  
2nd. When the Beams are put in, &c. 16th April, 10th May, 15th June, 3rd July 1863  
3rd. { When completed, and before the plank be painted or payed } 23rd & 30th July, 22nd & 27th Augst, 24th Sept & 24th Oct 1863  
to try caulking again 16th March 1864.

This vessel's frame is built with double floors all fore & aft - Timbers of frame are all natural crooks - Keelsons are well fitted, thin bolted and clenched under keel - 20 pairs of Iron plates 5 by 3/4 are worked on the outside & bolted with 1" iron in every frame - Three strakes of Oak, Rock Elm, Tamarac, & Red Pine, 11 by 12" are worked over shoot floor heads & first futtock heads, well thro, & tie bolted with 1 1/4 iron every 5 ft - Upper deck Waterways are well fitted & bolted as per Table B - Between decks one strake of cedar faced on timbers at the opening & well thro bolted with 7/8 iron - Upper deck shelf is double or single, Clamps single, Lower deck shelf & Waterway is double or single, in every timber driven from outside & clenched inside - The transverse sectional area of the shelf pieces & Waterways are each equal in contents to the transverse sectional area of the Beams of their respective decks at their ends as given in Table C - Bow & stern is well fortified with Hooks & Clutches - The stanchions are all connected with wooden knees making a regular frame - Butts & Bridges are thin fastened as per Rule Section 46 - Thick strakes are worked and bolted as per Rule Section 39 - She is well thin fastened all over & in our opinion strongly built & eligible to class 7th

	Hold	Solid
Number of knees below	3	24
Length of Beam	4 ft 4 in	4.0
Side Beam	18.6	18.6
Breadth of knees	5	4 1/2
Thickness of knees at Butts of timbers	3 1/2	3
" " " " " "	6	5 1/2
" " " " " "	4 1/4	5 1/2
" " " " " "	3 1/2	3
Size of bolts	1 1/2	1 1/2
" " " " " "	1 1/2	1 1/2
Number of bolts Beam	4	4
" " " " " "	12	12
Distance between bolts	18	18
Yellow metal bolts in Riders below	5 x 6	5

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Charles Coker.  
J. A. Ridley

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

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

We are of opinion this Vessel should be Classed 7th

The Amount of the Fee. Class £ 5 : 0 : 0 is received by me, J. A. Ridley  
Substance & Travelling Exp £ 28 : 6 : 0  
Special £ 25 : 0 : 0

Certificate £ \_\_\_\_\_

Committee's Minute 26 July 18 64

Character assigned for 7th



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