

No. 635 Survey held at Quebec Date November 1863 to June 1864.
the Ship Silver Wave Master P. Hone
Old Built at Quebec When built 1864 Launched June
By whom built J. H. Oliver Owners M. J. Wilson
Port belonging to Quebec Destined Voyage Liverpool
Surveyed while Building, Afloat, or in Dry Dock Ship

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Depth of Hold	Inches.			Thickness of Plank	Feet.			Inches.
	Feet.	Inches.	Side.	Middle.	Ends.	Side.		Feet.	Inches.	Side.		Feet.	Inches.	Side.		Feet.	Inches.	Side.	
176	8						32	1			20	6	7						
Timber and Space																			
Keel	106	14	13	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
1st Foothooks	12	13	13	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12
2nd Ditto	11	12	12	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11
3rd Ditto	9	11	11	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Top Timbers	9	10	10	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9
Deck Beams, length amidships	28	3																	
Hold Beams, length amidships	29	2																	
Keel	15	15																	
Scarp of Ditto	6	6																	
Keelsons	17	17																	
Scarp of Ditto	7	8																	

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, & Deadwood abaft	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Scarp of Keel, No. 8	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Keelson Bolts through Keel at each Floor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bolts thro' Heels of Timbers against Deadwood	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Transoms and throats of Hooks	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Arms of Hooks	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Thro' Bilge & Limber Strakes	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Thickstuff over Double Floors	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Butt End Bolts	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Pintles of the Rudder	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Hold Beam	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bolts in	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Deck Beam	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Bolts in	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Nails or Bolts in Flat of Deck	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Treenails	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 5 1/2 Inches.
The Floors consist of Birch for 76 ft 10; remainder Samarac. The First Foothooks of Samarac
The Second Foothooks of Samarac. The Third Foothooks and Top Timbers of Samarac
The Shifts of the First and Second Foothooks are not less than 4 ft 6 in N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are 4 ft 6 in to 6 feet
The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good.
The Frames are now bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are close together; their thickness not less than 1/10 of the entire moulding at that place.
The Frame is part choaked 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 The Main Keelson is Oak and free from all defects.
The Stem, and Stern Post of Oak & Samarac The Transoms, Knight Heads, Hawse Timbers, and Aprons of Samarac Deadwood, of Oak & Samarac and are free from all defects.
The Deck and Hold Beams of Samarac The Breasthooks of Sam & Iron The Knees of Sam & Iron.

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Rock Elm, Sam & Red Pine
From the above named Height to the Light Water Mark Rock Elm, Samarac & Red Pine
From the Light Water Mark to the Wales Samarac & Red Pine
The Wales and Black-strakes are Samarac & Red Pine The Topsides & Sheer-strakes Red Pine & Samarac.
The Spirketting and Plank-sheers Red Pine The Water-ways Upper Deck Red Pine Lower Deck Sam & Red Pine
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 or partial, and if partial, in what part of the Ship. The Planking is wrought three strakes between, and without step-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are Samarac
The Ceiling, Lower Hold, and between Decks Samarac & Red Pine Shelf Pieces and Clamps Red Pine & Samarac.
Fastenings.—To Hold Beams 6 inch Samarac lodging Knees with an iron Rider to every beam end all well fitted and through bolted
Deck Beams 6 3/4 Samarac lodging Knees with an iron hanging Knee to every beam end all well fitted and through bolted.

Number of Breasthooks Eight (8) Pointers None Crutches Five (5) Sam & Iron
Butt End Bolts are of yellow Metal in the Bottom. Two Bolts in each Butt End One through and clenched.
Bilge and Limber Strakes yellow Metal bolted through and clenched. Treenails of Sam & Rock Elm How Made Turned.
Thickstuff over Double Floors are now bolted through and clenched. General Quality of Workmanship Very good.

We certify that the above is a correct description of the several particulars therein given
Builder's Signature J. H. Oliver Surveyor's Signature J. A. Redley
Butts for 8 strakes from keel are through bolted with iron punched up and plugged between the masts.

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.	Tested to.	N ^o .	Weight	Tested to.
18	Fore Sails,	Chain	180	1 1/2	40		
pieces	Fore Top Sails,	Hempen Stream Cable ..					
	Fore Topmast Stay Sails,	Hawser <u>Manilla 90 fathoms</u>	10				
	Main Sails,	Towlines	5				
	Main Top Sails,	Warp					
		All of <u>good</u> quality.					

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

She has one Long Boat and pinnace

The present state of the Windlass is good Capstan good Rudder good Pumps "2 of Iron"

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

Order for Special Survey,

No. Date November 1863

DATES of Surveys
held while building,
as per Section 35.

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 }

Order for Ordinary Survey,

No. Date

This Vessel's frame was built on stage & hoisted up with double floors all fore & aft, timbers of frame are all natural crooks with very few chocks — 18 pairs of Iron plates 4 1/2 by 3/4 are worked on the outside & bolted with 7/8 iron in every frame — Four strakes of Tamarac 11x11 are worked over short floor beams & 1st futtock keels, with this, & tie bolted with 7/8 square iron every 5 ft — Reelsons are well fitted, then bolted & generally clenched under keel — Upper deck Waterway is well fitted & bolted as per Table B — Upper & Lower deck Shelves, Clamps & Lower deck Waterway are all well through bolted, down from outside & clenched inside — All openings are cut as per Rule Section 37 — Thick strakes are fitted & bolted as per Rule Section 38 — The transverse sectional area of the Shelf pieces & Waterway are each equal in contents to the trans-

Number of keels Solid Amm (Butt)	26	28
Length of Beam Amm	3-9	3-6
Breadth of Side Amm	15-0	5-9
Thickness of Keel	4 1/2	3 1/2
Thickness at Butts of Limbs	2 5/8	—
" " " " "	5 1/2	4 3/4
" " " " "	3 1/2	3 1/4
" " " " "	2 5/8 1/4	1 1/8
" " " " "	1 1/8	1
Number of bolts Beam Amm	4	4
" " " " "	11	5
Distance between bolts	16 in	—
Number of Yellow Metal bolts: Riggers &	—	—

verse sectional area of the Beams of their respective decks at their ends as given in Table C — Butts & Riggers are thus fastened as per Rule Section 46 — She is well thus fastened all over & faithfully built & in my opinion eligible to Class 7 A

Charles R. Cook.

Jas. Ridley

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

If Sheathed, Doubled, Felted, or Coppered

When last done

My name

I am of opinion this Vessel should be Classed

7 A

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

Special £ 41 : 14 : 0

Certificate £ : :

Committee's Minute 20 September 1864

Character assigned

7 A - for 7 years