

No. 1248 Survey held at Sunderland Date March 1839
on the Scho. "Exquisite" Master Marion
Tonnage old 221 new 219 Built at Sunderland When built 1839
By whom built Taylor & Co. Owners Baker
Port belonging to Sunderland Destined Voyage London
If Surveyed Afloat or in Dry Dock Building

Length aloft.....	Feet. <u>23</u> Inches.	Extreme Breadth	Feet. <u>24</u> Inches. <u>9</u>	Depth of Hold	Feet. <u>14</u> Inches. <u>9</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each <u>10-11</u>	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....	sided <u>10-11</u>	Moulded <u>11 1/2</u> <u>9</u>	Keel to Bilge	<u>3</u>	Foot Waling.....	<u>3</u>
1 st Foothooks.....	" <u>9-10</u>	" <u>0</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>4</u>
2 nd Ditto.....	" <u>8-9</u>	" <u>7 1/2</u>	Bilge to Wales	<u>3 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto.....	" <u>0</u>	" <u>6 1/2</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/2</u> 2 Ends
Top Timbers	" <u>7</u>	" <u>4 1/2</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>4</u>
Deck Beams ... Number of. <u>20</u>	<u>8 to 9</u>	" <u>8 to 9</u> <u>5</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams Do. do. <u>10</u>	" <u>10</u>	" <u>10</u> <u>7</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>10</u>	" <u>8 1/2</u>	Water-ways	<u>4</u>	Hold Beam Shelves	<u>11 1/2</u> <u>4</u>
Kelsons	" <u>11</u>	" <u>20</u>	Upper Deck	<u>3</u>	Deck Beam ditto	<u>11 1/2</u> <u>3</u>

Copper.		Inches.	Copper.		Inches.	Iron.		Inches.
Heel-Knee, and Dead Wood abaft	<u>1 1/2</u>		Bolts thro' the Bilge and Foot Waling...	<u>3/4</u>		Hold Beam.....	<u>7/8</u>	
Scarp of Keel.....	<u>Nº 8</u>	<u>3/4</u>	Butt End Bolts	<u>7/8</u>		Deck Beam	<u>3/4</u> <u>5/8</u>	
Floor Timber Bolts.....	<u>1</u>		Lower Pintle of the Rudder	<u>3</u>		same in Iron above the Copper		
Kelson ditto.....	<u>1 1/2</u>							
Transoms and throats of Hooks	<u>1</u>							
Arms of Hooks	<u>7/8</u>							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 to 2 Inches. The Space between the Top-timbers is 3 1/4 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English and Foreign Oak and are generally free from all defects.

Her Floors and first Foothooks are composed of English and Foreign Oak Timber.

Her other Foothooks and Top Timbers of English and Foreign Oak

Her Shifts of the first and second Foothooks are not less than 3 to 3 1/2 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are generally fair

The Frame is fairly squared from the first Foothook Heads upwards, and generally free from sap, and from thence downwards, the frame is fairly squared

The alternate Frames are not bolted together. every 6th

The Butts of the Timbers are close together; their thickness not less than 1/8 to 1/4 of the entire moulding at that place.

The Frame is not chocked with no Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of American Oak

The Scarphs of the Kelsons are not less than 7 feet 6 inches.

The Deck and Hold Beams are composed of Hold beams Foreign Oak Deck beams Eng^d and Foreign Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of French and American Pine

From the first Foothook Heads to the Light Water Mark of French and American Pine

From the Light Water Mark to the Wales of Danish Oak

The Wales and Black-strakes are of Danish and English Oak

The Topsides of English and African Oak

The Sheer-strakes of English Oak Decks, and state of, Yellow pine

The Gunwales of African and English Oak Water-ways of English Oak

The Shifts of the Planking are not less than not less than 4 Feet Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought two and three between.

Planking Inside.—The Clamps are composed of Notting Oak the Stringers of Notting Oak

The Bilge Planks of Notting Oak and the remainder of the Ceiling of Notting and English Oak

Fastenings.—To Hold Beams Iron binders round on timber stringer on top and 8 Iron hanging knees each side

Deck Beams Double wood Ledger knees and stringer below with 8 Iron hanging knees each side

Number of Breasthooks Five one pair Pointers one wood Crutches 2 transom knees each side

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

Bilge and Footwaling is bolted through and clenched.

General Quality of Workmanship fair

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name

Surveyor's Name

Thos. S. Simy

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

She has SAILS.			CABLES, &c.		ANCHORS.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	180	Chain	1 1/16	3	Bower,	10 1/2. 9 3/4. 9 1/2
1	Fore Top Sails,	80	Hempen Stream Cable.....	8 1/2	1	Stream,	3. 0. 14
2	Fore Topmast Stay Sails,	60	Hawser	3 1/4	1	Kedge,	1 1/2 -
1	Main Sails,	80	Towlines	5		All of proper weight.	
2	Main Top Sails,	80	Warp	1 1/2			
and <u>stiff others</u>			All of <u>good</u> quality.				

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

She has one Long Boat and stiff

The present state of the Windlass is good Capstan good and Rudder Braces good
with Syzacks patent 2 Metal pumps

General Remarks—Statement and Date of Repairs.

The Frame is gently of good sound quality, the Floors first and second Footboards are principally of Foreign oak, the remainder all English, it is fairly wrought but indifferently shifted in places, about six scarfs of 1st and 2^d Footboards on each side three feet long, Tops are part scarf and part battened on 2^d has a few on each side wavy & sappy, Horse timbers are a little wavy & sappy in the edges

Plank outside gently good quality tolerably well wrought and shifted except two batts on Larboard side short and is fairly clear of sap Greenails are of Eng oak and app^{ly} good

Hold Beams are all Foreign oak the deck beams are mixed Eng & Foreign, and are app^{ly} of good quality, the Foreign ones are gently well squared, some of the Eng ones are wavy & sappy on the moulding sides, the knees are gently of good quality some of them are wavy & sappy, but the upper deck beams are well secured with iron knees and stringers

Beams, knees Hooks &c are all sufficiently bolted but indifferently clinched in places Ceiling is of fair quality, sawn from logs and not well seasoned is generally clear of sap and fairly wrought and shifted

Commenced building in October 1838 was finished in March 1839

was surveyed as follows $\frac{22}{7} \frac{6}{2} \frac{19}{2} \frac{15}{3} \frac{26}{3}$

If Sheathed, Doubled, or Felted, _____
and Date when last done _____

And Am of opinion this Vessel should be Classed 7 Yrs A 1 Mrs. D. May

The Amount of the Fee.....£ 3 : 3 : 0 is received by me,

Committee Minute 9 April 1839

Character assigned A 1 pr 4 Yrs