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98	98
99	99
100	100

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
Scarphs of Ditto	8	1/4	1/16	1/16	1/16	1/16
Heel-Knee, & Deadw'd abaft	8	1/4	1/16	1/16	1/16	1/16
Scarphs of Keel, N <sup>o</sup> . 8	8	1/4	1/16	1/16	1/16	1/16
Keelson Bolts through Keel at each Floor	8	1/4	1/16	1/16	1/16	1/16
Bolts thro' Heels of Timbers against Deadwood	8	1/4	1/16	1/16	1/16	1/16
Transoms and throats of Hooks	8	1/4	1/16	1/16	1/16	1/16
Arms of Hooks	8	1/4	1/16	1/16	1/16	1/16
Thro' Bilge & Limber Strakes	8	1/4	1/16	1/16	1/16	1/16
Thickstuff over Double Floors	8	1/4	1/16	1/16	1/16	1/16
Butt End Bolts	8	1/4	1/16	1/16	1/16	1/16
Short Bolts in Ceiling	8	1/4	1/16	1/16	1/16	1/16
Pintles of the Rudder	8	1/4	1/16	1/16	1/16	1/16
Hold Beam	8	1/4	1/16	1/16	1/16	1/16
Bolts in	8	1/4	1/16	1/16	1/16	1/16
Deck Beam	8	1/4	1/16	1/16	1/16	1/16
Bolts in	8	1/4	1/16	1/16	1/16	1/16
Nails or Bolts in Flat of Deck	8	1/4	1/16	1/16	1/16	1/16
Treenails	8	1/4	1/16	1/16	1/16	1/16

The Floors consist of Pine <sup>Red</sup> <sup>hemlock</sup> <sup>boards</sup> <sup>laid</sup> <sup>parallel</sup> <sup>to</sup> <sup>the</sup> <sup>joists</sup> <sup>and</sup> <sup>are</sup> <sup>of</sup> <sup>a</sup> <sup>length</sup> <sup>of</sup> <sup>3/5</sup> <sup>the</sup> <sup>length</sup> <sup>of</sup> <sup>the</sup> <sup>first</sup> <sup>footings</sup> <sup>of</sup> <sup>the</sup> <sup>columns</sup>

The Second Footbooks of Green The Third Footbooks and Top Timbers of Green

The Shifts of the First and Second Foothooks are not less than 2 feet 4 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4<sup>th</sup> & 6<sup>th</sup>

The Frame is 2 squared from First Foothook Heads upwards, and 2 free from sap, and from thence downwards, the frame is fairly squared.

The C Frames are C 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 1/2 of the entire moulding at that place.

The Frame is cast chocked with a Butt at each end of the chock. The Main piece of Rudder is cast of Windlass is iron.

The Keel is Ridge The Main Keelson is Grace and 0 free from all defects.

The Stem, and Stern Post of Sitch Pine The Transoms, Knight Heads, Hawse Timbers

Deadwood, of Birch 16" in height and are free from all defects,

The Deck and Hold Beams of Spruce The Breasthooks of Spruce The Knees of Spruce & Iron

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is 3/4 inch  
 & to the First Footlock Heads }

From the above named Height to the Light Water Mark 50 fms

From the above named Height to the Light Water Mark 1000  
From the Light Water Mark to the Wales 1000

From the Light Water Mark to the Wales 3 fms  
The Wales and Black-strakes are 3 fms The Topsides & Sheer-strakes 3 fms

The Wales and Black-strakes are Spence

The Spirketting and Plank-sheers \_\_\_\_\_ The Water-ways } Lower Deck \_\_\_\_\_

The Decks Spence State of Ind Under,

The Shifts of the Planking are not less than 7 1/2 Feet 6 Inches. *N. B. If less than prescribed by the Rule, state whether general or partial.*

The Shifts of the Planking are not less than 4 inches between, and without step-buttin

**Planking Inside.**—The Limber-strakes and Bilge-strakes are \_\_\_\_\_

The Ceiling, Lower Hold, and between Decks Spence Shelf Pieces and Clamps Spence

**Fastenings.**—To Hold Beams *Lodging, 100 lbs of Spruce Sides 7<sup>1</sup>/<sub>2</sub> and Vents three*

**Fastenings.** — To Hold Beams *rope*, *iron*, *wood*.  
Pair of Iron hanging New Golden, and 4 Pair Wood Pins on

Plum of 1800 hanging in the air

Deck Beams *Adkins Bros of Spruce sided 8" x 26' twenty six ft*

How hanging down and the fair wood ones.

Printers	Five	Crutches	Seven
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Number of Breasthooks Seven Pointers Nine Pairs Crutches Seven  
 in the Bottom. Two Bolts in each Butt End One of which through and clenched.

Butt End Bolts are of metal in the Bottom. Four Bolts in each Butt End the 4 same  
Pile and Timber Strakes See last bolted through and clenched. Treenails of Bush in bottom How Made same

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

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

Builder's Signature George Smith & Son Surveyor's Signature

Builder's Signature *George [illegible]*



Her Masts, Yards, &c. are in

condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

Fathoms.

Inches.

Test as per

Certificate.

In. req'd

Test req'd

per Rule.

ANCHORS, &c.

No.

Weight.

Test as per

Certificate.

Weight req'd

No.

Fore Sails,

Fore Top Sails,

Fore Topmast Stay Sails,

Main Sails,

Main Top Sails,

and

Spars

Chain

Hempen Stream Cable

Hawser

Towlines

Warp

All of

quality.

90

100

100

100

100

100

100

13

13

13

13

13

13

13

55

55

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Her Standing and Running Rigging

sufficient in size and

in quality.

She has

Long Boat

and

Pinnace

The present state of the Windlass is

Capstan

Rudder

Pumps

Two of them

Order for Special Survey,

No. Date

Order for Ordinary Survey,

No. Date

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 }

General Remarks

The frame of this ship is substantially built from large size and well seasoned timber.

As a compensation for the iron plates required to frame the two lower heights of main keelson which combined measure 44" the ridge plank inside is also worked in excess of the rule and edge bolted. The waterways are also worked heavy and the beams to both decks generally spaced closer together than standard.

The spaces between the timbers

Number and size of iron pins or rivets of frame have been filled with

Number of pins

Number of rivets

Number of bolts

Number of nuts

Number of washers

Number of gaskets

Number of seals

Number of covers

Number of flanges

Number of collars

Number of washers

Number of gaskets

Number of seals

Number of covers

Number of flanges

Number of collars

Number of washers

Number of gaskets

Number of seals

Number of covers

Number of flanges

Number of collars

Number of washers

Number of gaskets

Ball at each end of the keel

For the fifth run length from the

headwood to the gunwale, and

unions from the top of the

of the keel to the gunwale

The keelson is also raised

in and salted, and the beams

of weather deck gauged out

and salted

She is a strongly

built vessel and suberit the

merits of the report to the

Committee favorable consideration

for the class recommended.

Present condition of Caulking of Bottom,

Deck,

and Waterways

tested by

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

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

Special .....£ 15 : 0 : 0

Certificate .....£ : 5 : 0

Committee's Minute

20th Feb'y 1874

Character assigned

for 7 yrs

valued

Letter to Secretary

21/2/74

ST 1149/209

This vessel appears to be a 7 A.1. as recommended by the Committee for the class recommended.