

Port (Canal) Date August 22<sup>nd</sup> 1858

Master John Martin Junr

Baccham When built 1858

J Matthews Owners John Martin Senr & Co

San Pat of Dartm Destined Voyage Baccham / Coast

in Dry Dock afloat

Feet. Inches. Extreme Breadth 59 " " Feet. Inches. Depth of Hold 17 " " Feet. Inches. 10 " "

**Quantities of Timber.**

**Thickness of Plank.**

	Inches.			Inches.		Inches.	
	each	Moulded	Ends	Outside.	Inside.		
Keel to Bilge	17 1/4	10		2 1/2	Foot Waling	3	
Bilge Planks	8 1/2			4	Bilge Planks	4	
Bilge to Wales				2 1/2	Ceiling in Flat	2 1/2	
Wales				4	Ditto Bilge to Clamp	2	
Topsides				2	Hold Beam Clamps	none	
Sheer Strakes				3	Deck Beam Ditto	3	
Plank Sheers		8 1/2	7	2	Ceiling 'twixt Decks	2	
Water-ways		7		4	Hold Beam Shelves	none	
Upper Deck		14	12	2	Deck Beam ditto	none	

**Size of Bolts in Fastenings.**

	Inches.		Inches.
Keel-Knee, and Dead Wood abaft	<u>Iron fastenings</u>	Hold Beam	
Scarphs of Keel	N°	Deck Beam	
Floor Timber Bolts			
Kelson ditto			
Transoms and throats of Hooks			
Arms of Hooks		same in Iron above the Copper	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are \_\_\_\_\_ free from all defects. as far as possible

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

Her other Foothooks and Top Timbers of do

Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

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

Alternate Frames are \_\_\_\_\_ bolted together.

Joists of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

\_\_\_\_\_ is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

Main Kelson is composed of English Oak and the False Kelson of \_\_\_\_\_

Scarphs of the Kelsons are not less than 8 feet \_\_\_\_\_ inches.

Deck and Hold Beams are composed of English Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of (said to be) English Elm

from the first Foothook Heads to the Light Water Mark of (said to be) English Oak

from the Light Water Mark to the Wales of English Oak

Wales and Black-strakes are of \_\_\_\_\_

Topsides of \_\_\_\_\_

Sheer-strakes of \_\_\_\_\_ Decks, and state of, 2 1/2" all over seem appears good

Water-ways of English Oak

\_\_\_\_\_ of the Planking are not less than 6 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether \_\_\_\_\_ or partial, and if partial, in what part of the Ship.

**Clamps.**—The Clamps are composed of English Oak the Stringers of \_\_\_\_\_ between.

\_\_\_\_\_ of English Oak and the remainder of the Ceiling of English Oak

\_\_\_\_\_ to Hold Beams Two times to each of English Oak

\_\_\_\_\_ Four times to each of English Oak with bolts

\_\_\_\_\_ Hooks Four Pointers none Crutches none

\_\_\_\_\_ of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

\_\_\_\_\_ bolted through and clenched.

Workmanship good

The preceding is a correct description of the above-named Vessel.

Builder's Name \_\_\_\_\_

Surveyor's Name John Holman



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

She has SAILS.

CABLES, &c.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails, <i>the new</i>	160	Chain .....	3/16 7/8	3	Bower,
2	Fore Top Sails, <i>the new</i>	70	Hempen Stream Cable.....	5	1	Stream,
	Fore Topmast Stay Sails,	70	Hawser .....	4 1/2	2	Kedge, &
2	Main Sails, <i>the new</i>	70	Towlines .....	4		All of proper weight.
1	<del>Main</del> <sup>Soft</sup> Top Sails,	70	Warp .....	3		
	and		All of			quality.

Her Standing and Running Rigging is very good & sufficient in size and \_\_\_\_\_ in quality.

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is new (Capstan none) and Rudder good

**General Remarks—Statement and Date of Repairs.**

*Copy of Certificate*  
 I hereby certify that the following repairs (a work), hath been done under my directions, to the Schooner Palmas, belonging to Mr John Martin & Co of Braham in the County of Dover  
New Fluy on the 5<sup>th</sup> / 1<sup>st</sup> & 2<sup>d</sup> Bullocks 39 / Third & 4<sup>th</sup> Top timber  
 New piece of stem, new inner stem, new Hawser pieces & Wye, & heady, new  
 Kail, ~~new~~ Nelson & Stimson, three new beams & 10 knees, all new Wales  
 Transoms, Sheer plank, Rancheons, Waterway & rails fore & aft, new deck  
 Clamps on each side and all new Aulry, with new Bidge straps, chufest  
 part of the oak plank under the beads on the outside new, new Windcap  
 pall Bit & hatch haly, One new beam Hook, all the deck knees  
 new bolted, Sheathed about two hundred feet of Elm plank in the  
 of the bottom all new bunails in whole 6675 & a new name  
 under my hand the 22<sup>nd</sup> day of Octr 1832  
 J<sup>n</sup> J<sup>r</sup> Dewdney Ship

This is to certify that I have inspected and surveyed the above mentioned  
 vessel, several times while under repairs, and also this day when  
 all repairs are finished, with materials & stores on board, and I consider the  
 above certificate is correct, and the said vessel now in a strong &  
 efficient state to load a cargo for any voyage  
 Dated Dartmouth 23<sup>rd</sup> Octr 1832  
 Charles Jones  
 Surveyor for Lloyd's

The above Certificate will show the repairs the vessel received, six years since  
 she appears to be very firm and all her stores in good order, I have rec<sup>d</sup> 5/- for  
 a Certificate of Classification, which please send me when the vessel is classed  
 I may send it to the Bureau

If Sheathed, Doubled, or Felted, \_\_\_\_\_  
 and Date when last done \_\_\_\_\_  
 And Am of opinion this Vessel should be Classed A

The Amount of the Fee.....£ : 10 : 6 is received by me,

*John Martin*  
 Committee Minute 3 Aug 1835 2:31 Aug

Character assigned A1  
 any communication please forward to Capt. J. Corney  
 Anselm down, who will send to me per \_\_\_\_\_

