

No. 7 Survey held at Topsam Date October 18th 1838
 on the Sarby Allen Ketch Master John Selby
 Tonnage 77 5/8 Built at Topsam When built 1833
 By whom built W B Davy & Co Owners W B Davy
 Port belonging to Leite Destined Voyage Coaster
 If Surveyed Afloat or in Dry Dock in Builders Yard

[Handwritten signature]

Length aloft.....35^{Feet} 0^{Inches} || Extreme Breadth18^{Feet} 3^{Inches} || Depth of Hold5^{Feet} 0^{Inches}

| Scantlings of Timber. | | | | Thickness of Plank. | | | |
|--|--------|---------------|-------------|---|--------|----------------------------|--------|
| | Inches | Inches Middl. | Inches Ends | Outside. | Inches | Inside. | Inches |
| Timber and Space..... each | 19 | | | Keel to Bilge | 2 1/2 | Foot Waling..... | 2 1/2 |
| Floors..... sided | 9 | Moulded | 9 8 | Bilge Planks | 4 1/2 | Bilge Planks | 2 1/2 |
| 1 st Foothooks..... " | 8 | " | 8 1/2 7 | Bilge to Wales..... | 2 1/2 | Ceiling in Flat | 2 1/2 |
| 2 nd Ditto..... " | 6 | " | 5 5 | Wales | 3 | Ditto Bilge to Clamp | 2 1/2 |
| 3 rd Ditto..... } | | " | | Topsides | 2 1/2 | Hold Beam Clamps | |
| Top Timbers..... " | 5 | " | 4 1/2 4 | Sheer Strakes | 2 1/2 | Deck Beam Ditto..... | |
| Deck Beams..... Number of... <u>12</u> " | 9 | " | 9 1/2 | Plank Sheers..... | 2 1/2 | Ceiling 'twixt Decks | |
| Hold Beams..... Do. do..... " | | " | | Water-ways <u>plank with</u> <u>deck</u> | | Hold Beam Shelves | |
| Keel..... " | 10 | " | 10 | Upper Deck..... | 2 1/2 | Deck Beam ditto..... | |
| Kelsons..... " | 11 | " | 12 11 | | | | |

| Copper. | | Size of Bolts in Fastenings. | | Iron. | |
|--------------------------------------|--------|------------------------------|--|-------|-------------------------------------|
| | Inches | | Copper. | | Inches |
| Heel-Knee, and Dead Wood abaft | | | Bolts thro' the Bilge and Foot Waling..... | | Hold Beam..... |
| Scarphs of Keel..... N°. | | | Butt End Bolts | | Deck Beam |
| Floor Timber Bolts..... | | | Lower Pintle of the Rudder | | |
| Kelson ditto..... | | | | | same in Iron above the Copper |
| Transoms and throats of Hooks | | | | | |
| Arms of Hooks | | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 1 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.
 Her Floors and first Foothooks are composed of English Oak Timber.
 Her other Foothooks and Top Timbers of English Oak
 Her Shifts of the first and second Foothooks are not less than three N.B. When reported by you less than the prescribed Rule, then state how many.
 The rest of the Shifts of the Frame are about three feet
 The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is
 The alternate Frames are bolted together.
 The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.
 The Frame is square checked with Butt at each end of the check. no checks
 The Main Kelson is composed of English Oak and the False Kelson of
 The Scarphs of the Kelsons are not less than 5 feet 5 inches.
 The 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 English Oak
 From the first Foothook Heads to the Light Water Mark of English Oak
 From the Light Water Mark to the Wales of English Oak
 The Wales and Black-strakes are of English Oak
 The Topsides of English Oak
 The Sheer-strakes of English Oak Decks, and state of, red Pine good
 The Gunwales of English Oak Water-ways of English Oak
 The Shifts of the Planking are 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 between the Stringers of English Oak

Planking Inside.—The Clamps are composed of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams English Oak
 Deck Beams double wood for waterways
 Number of Breasthooks two Pointers _____ Crutches _____
 Butts End Bolts are of iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling iron bolted through and clenched.
 General Quality of Workmanship good

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

Builder's Name _____
 Surveyor's Name John Robinson



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 . |
|------------------|--|----------|-----------------------------|---------|-----------------------|
| / | Fore Sails, | 130 | Chain | 3/4 | Bower, |
| | Fore Top Sails, | 80 | Hempen Stream Cable..... | 4 1/2 | Stream, |
| | Fore Topmast Stay Sails, | 70 | Hawser | 3 1/2 | Kedge, |
| / | Main Sails, | 70 | Towlines | 3 | All of proper weight. |
| / | Main ^{Left} Top Sails, | | Warp | | |
| | and | | All of <u>good</u> quality. | | |

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

She has one Long Boat and

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

General Remarks—Statement and Date of Repairs.

The bysell is almost a solid bed of wood, she has sustained damage and many of her futtocks broken, so that the bysell has been opened to the first futtock head, and the broken timbers shifted, she is built with a very long Hatchway for carrying Timber, which ^{has been} most of her employment, she is now in good order and fit to carry dry & perishable cargoes.

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And one of opinion this Vessel should be Classed A.1 for four years her a

The Amount of the Fee.....£ : 10 : 0 is received by me,

John Holman

Committee Minute 30th Oct 1838

Character assigned A.1 8 Years

