

No. 36 Survey held at Liverpool Date Jan'y 8 18 40
on the Schooner Peter Master Edw Webb
Tonnage 76 1/2 Built at Liverpool When built 1827
By whom built J B Tait & Co Owners Tait, Webb & Co
Port belonging to Liverpool Destined Voyage London & Baltic & back
If Surveyed Afloat or in Dry Dock in Bulcho's Yard

Length aloft.....		Feet.	Inches.	Extreme Breadth		Feet	Inches.	Depth of Hold		Feet.	Inches.																																																																																																																																																																																
<div><div><div>Scantlings of Timber.</div><table><tr><td>Timber and Space.....</td><td>each</td><td>19</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Floors.....</td><td>sided</td><td>9</td><td>Moulded</td><td>9</td><td>7½</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>1st Foothooks.....</td><td>"</td><td>7½</td><td>"</td><td>7½</td><td>6½</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>2nd Ditto</td><td>"</td><td>6</td><td>"</td><td>6</td><td>5</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>3rd Ditto.....</td><td rowspan="2">}</td><td rowspan="2">5</td><td>"</td><td rowspan="2">4½</td><td rowspan="2">4</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Top Timbers</td><td>"</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Deck Beams</td><td>Number of.....</td><td>15</td><td>"</td><td>8</td><td>"</td><td>8</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Hold Beams</td><td>Do. do.....</td><td>"</td><td>"</td><td>"</td><td>"</td><td>"</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Keel</td><td>"</td><td>9</td><td>"</td><td>10</td><td>4</td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>Kelsons</td><td>"</td><td>12</td><td>"</td><td>12</td><td>10</td><td></td><td></td><td></td><td></td><td></td><td></td></tr></table></div><div><div>Thickness of Plank.</div><table><tr><td></td><td>Outside.</td><td>Inches.</td><td></td><td>Inside.</td><td>Inches.</td></tr><tr><td>Keel to Bilge</td><td>2½</td><td></td><td></td><td>Foot Waling.....</td><td>3</td></tr><tr><td>Bilge Planks</td><td>3½</td><td></td><td></td><td>Bilge Planks</td><td>3</td></tr><tr><td>Bilge to Wales</td><td>2</td><td></td><td></td><td>Ceiling in Flat</td><td>2</td></tr><tr><td>Wales</td><td>4</td><td></td><td></td><td>Ditto Bilge to Clamp</td><td>2</td></tr><tr><td>Topsides</td><td>2</td><td></td><td></td><td>Hold Beam Clamps</td><td></td></tr><tr><td>Sheer Strakes</td><td>3</td><td></td><td></td><td>Deck Beam Ditto.....</td><td>3</td></tr><tr><td>Plank Sheers.....</td><td>2½</td><td></td><td></td><td>Ceiling 'twixt Decks</td><td>2</td></tr><tr><td>Water-ways</td><td>4</td><td></td><td></td><td>Hold Beam Shelves</td><td></td></tr><tr><td>Upper Deck</td><td>2</td><td></td><td></td><td>Deck Beam ditto</td><td></td></tr></table></div></div>												Timber and Space.....	each	19										Floors.....	sided	9	Moulded	9	7½							1 st Foothooks.....	"	7½	"	7½	6½							2 nd Ditto	"	6	"	6	5							3 rd Ditto.....	}	5	"	4½	4							Top Timbers	"							Deck Beams	Number of.....	15	"	8	"	8						Hold Beams	Do. do.....	"	"	"	"	"						Keel	"	9	"	10	4							Kelsons	"	12	"	12	10								Outside.	Inches.		Inside.	Inches.	Keel to Bilge	2½			Foot Waling.....	3	Bilge Planks	3½			Bilge Planks	3	Bilge to Wales	2			Ceiling in Flat	2	Wales	4			Ditto Bilge to Clamp	2	Topsides	2			Hold Beam Clamps		Sheer Strakes	3			Deck Beam Ditto.....	3	Plank Sheers.....	2½			Ceiling 'twixt Decks	2	Water-ways	4			Hold Beam Shelves		Upper Deck	2			Deck Beam ditto	
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Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	$\frac{1}{4}$	Bolts thro' the Bilge and Foot Waling	$\frac{3}{4}$	Hold Beam	
Scarphs of Keel.....N ^o . /	$\frac{3}{4}$	Butt End Bolts	$\frac{5}{8}$	Deck Beam	$\frac{3}{4}$
Floor Timber Bolts	$\frac{1}{2}$	Lower Pintle of the Rudder	$2\frac{1}{2}$		
Kelson ditto.....	$\frac{1}{2}$				
Transoms and throats of Hooks	$\frac{1}{2}$			same in Iron above the Copper	
Arms of Hooks	$\frac{3}{4}$				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Light Oak and are sound free from all defects. Her Floors and first Foothooks are composed of Light Oak Timber. Her other Foothooks and Top Timbers of ditto. Her Shifts of the first and second Foothooks are not less than three feet N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are not less than three feet. The Frame is well squared from the first Foothook Heads upwards, and soundly free from sap, and from thence downwards, the frame is well squared. The alternate Frames are partially bolted together. The Butts of the Timbers are soundly close together; their thickness not less than 1/4 of the entire moulding at that place. The Frame is well chocked with square Butt at each end of the chock. The Main Kelson is composed of Light Oak and the False Kelson of Light Oak. The Scarphs of the Kelsons are not less than 6 feet 0 inches. The Deck and Hold Beams are composed of Light Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Light Elm. From the first Foothook Heads to the Light Water Mark of Light Oak. From the Light Water Mark to the Wales of ditto. The Wales and Black-strakes are of ditto. The Topsides of ditto. The Sheer-strakes of Light Oak. Decks, and state of, Two and four good. The Gunwales of ditto. Water-ways of Light Oak. The Shifts of the Planking are not less than four Feet 0 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 the Stringers of between.

Planking Inside.—The Clamps are composed of Light Oak. The Bilge Planks of Light Oak and the remainder of the Ceiling of Light Oak.

Fastenings.—To Hold Beams do. Deck Beams double Runners for 4 app across & Light cast iron 2 1/2 x 10 x 12. Number of Breasthooks four Pointers do Crutches do. Butts End Bolts are of Iron in the Bottom, and do 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

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,	150	Chain	2 1/2	2	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable.....	6	1	Stream,
1	Fore Topmast Stay Sails,	70	Hawser	4	2	Kedge,
1	Main Sails,	70	Towlines	3		All of proper weight.
1	Main Top Sails,		Warp			
	and		All of <u>good</u> quality.			

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

She has One Long Boat and

The present state of the Windlass is good Capstan and Rudder good

General Remarks—Statement and Date of Repairs.

This vessel have had very extensive repairs and is now in excellent order.
Down new floors, twenty one 1st futlocks, five 2nd futlocks, the whole of the floors & futlocks new choiced, New Nelson & false keel, new false Stern Post, two new Breast Hooks, all new keel, & Gripe 201 fut plank for Bends 201 fut ply. strake, under 93 fut lumber strake, 613 fut Ceiling, 376 fut outside plank, 244 fut Elm, outside, entirely new Runnel at over, & new Runnel, all new iron work on Rudder & stern post, all the old iron fastenings replaced with new, Caulked & fillet over, a thorough outfit in Mast Sails & Rigging,
This vessel had new decks plank shears and other repairs about three years since, I think she now fit to carry a dry & profitable cargo all over the world.

Be pleased to send me a Certificate of Classification

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Sam of opinion this Vessel should be Classed A1

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

Committee Minute 14 May 1840

Character assigned A1, 1

Antwerp under large repairs
all