

No. 36 Survey held at Tottenham Date July 8 18 40 36  
 on the Schooner Rose Master Edw Webb  
 Tonnage 75 1/2 Built at Tottenham When built 1827  
 By whom built J B Fary & Co Owners Lavy, Webb & Co  
 Port belonging to Leeds Destined Voyage Leeds & Leith & back  
 If Surveyed Afloat or in Dry Dock in Builders Yard

Length aloft.....	Feet.   Inches.	Extreme Breadth .....	Feet   Inches.	Depth of Hold .....	Feet.   Inches.
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space..... each	Inches	Inches Middle	Inches Ends	<b>Outside.</b>	<b>Inside.</b>
Floors..... sided	9	Moulded 9	7 1/2	Keel to Bilge .....	Foot Waling.....
1st Foothooks..... "	7 1/2	" 7 1/2	6 1/2	Bilge Planks .....	Bilge Planks .....
2nd Ditto..... "	6	" 6	5	Bilge to Wales .....	Ceiling in Flat .....
3rd Ditto..... "	5	" 4 1/2	4	Wales .....	Ditto Bilge to Clamp .....
Top Timbers..... }	5	" 4 1/2	4	Topsides .....	Hold Beam Clamps .....
Deck Beams..... Number of..... 15	8	" 8		Sheer Strakes .....	Deck Beam Ditto.....
Hold Beams..... Do. do. ....		"		Plank Sheers.....	Ceiling 'twixt Decks .....
Keel .....	9	" 10	7	Water-ways .....	Hold Beam Shelves .....
Kelsons .....	12	" 12	10	Upper Deck .....	Deck Beam ditto .....

<b>Size of Bolts in Fastenings.</b>			
<b>Copper.</b> <i>Iron</i>	Inches	<b>Copper.</b> <i>Iron</i>	Inches
Heel-Knee, and Dead Wood abaft .....	1	Bolts thro' the Bilge and Foot Waling .....	3/4
Scarphs of Keel..... N <sup>o</sup> . 1	3/4	Butt End Bolts .....	5/8
Floor Timber Bolts.....	1	Lower Pintle of the Rudder .....	2 1/2
Kelson ditto.....	1		
Transoms and throats of Hooks .....	1		
Arms of Hooks .....	3/4		
			same in Iron above the Copper .....

**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 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 thoroughly 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 thoroughly 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 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, new and fair good  
 The Gunwales of ditto Water-ways of Light Oak  
 The Shifts of the Planking are not less than four 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 ditto

**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 ditto  
 Deck Beams double knee for 4 aft across & Light oak for fore & aft  
 Number of Breasthooks four Pointers \_\_\_\_\_ Crutches \_\_\_\_\_  
 Butts End Bolts are of Iron in the Bottom, and ditto 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 Holmes



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	150	Chain .....	2 1/2	2
1	Fore Top Sails,	70	Hempen Stream Cable.....	6	1
1	Fore <del>Top</del> Mast Stay Sails,	70	Hawser .....	4	2
1	Main Sails,	70	Towlines .....	3	
1	Main Top Sails,		Warp .....		
and		All of <u>good</u> quality.		All of proper weight.	

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  
 eleven new floors, twenty one 1<sup>st</sup> futwicks, five 2<sup>nd</sup> futwicks  
 the whole of the floors & futwicks new chock'd, New Nelson & false  
 New false Stern Post, two new Breast Hooks, all new keel  
 & Gripe 201 fut plank for Bends 201 fut Pelye strake, under  
 93 fut lumber strake, 613 fut Ceiling, 376 fut outside plank  
 244 fut Elm, <sup>blank</sup> outside, entirely new renard all over, 8 new pin  
 hay of knees, all new iron work on Rudder & stem post, all the  
 old iron fastenings replaced with new, Caulk'd all over, a  
 through 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 best work used cargo

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