

No. 74 Survey held at Padstow Date August 17 1841
 on the Schooner Marina Master C Found
 Tonnage 38 1/2 Built at Padstow When built 1838
 By whom built The Carter Owners Found & Andrew
 Port belonging to Padstow Destined Voyage Newport
 If Surveyed Afloat or in Dry Dock on the Graving Bank, Block D

74

Length aloft..... 40 0 Feet. Inches. Extreme Breadth 15 9 Feet. Inches. Depth of Hold 7 9 Feet. Inches.

Scantlings of Timber.

	Inches.	Inches. Middl.	Inches. Ends
Timber and Space..... each	<u>8</u>		
Floors..... sided	<u>7</u>	<u>8</u>	
1 st Foothooks..... "			
2 nd Ditto..... "			
3 rd Ditto..... "			
Top Timbers..... "			
Deck Beams..... Number of <u>14</u>	<u>7</u>	<u>8</u>	<u>6</u>
Hold Beams..... Do. do.			
Keel..... "	<u>10</u>	<u>11</u>	
Kelsons..... "	<u>10</u>	<u>10</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	<u>2</u>	Foot Waling.....	<u>2 1/2</u>
Bilge Planks.....	<u>5</u>	Bilge Planks.....	<u>3</u>
Bilge to Wales.....	<u>2</u>	Ceiling in Flat.....	<u>2</u>
Wales.....	<u>3 1/2</u>	Ditto Bilge to Clamp.....	<u>2</u>
Topsides.....	<u>2</u>	Hold Beam Clamps.....	
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways <u>flush</u>		Hold Beam Shelves.....	
Upper Deck.....	<u>2</u>	Deck Beam ditto.....	

Size of Bolts in Fastenings.

	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....					
Scarphs of Keel..... N°.		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Floor Timber Bolts.....		Butt End Bolts.....		Deck Beam.....	
Kelson ditto.....		Lower Pintle of the Rudder.....	<u>2 1/2</u>		
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 2 1/2 Inches. average The Space between the Top-timbers is Four Inches. average 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 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 _____

The alternate Frames are all ^{said to be} 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 _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of _____

The Scarphs of the Kelsons are not less than 6 feet _____ 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 American Elm

From the first Foothook Heads to the Light Water Mark of American Oak

From the Light Water Mark to the Wales of do

The Wales and Black-strakes are of English Oak

The Topsides of American Oak

The Sheer-strakes of English Oak Decks, and state of, good of Pine

The Gunwales of do Water-ways of _____

The Shifts of the Planking are not less than 5 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.

Planking Inside.—The Clamps are composed of English Oak the Stringers of _____

The Bilge Planks of American Oak and the remainder of the Ceiling of American Oak

Fastenings.—~~To Hold Beams~~ Loggins & Locking Nails

Deck Beams _____

Number of Breasthooks None Pointers None Crutches None

Butt End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

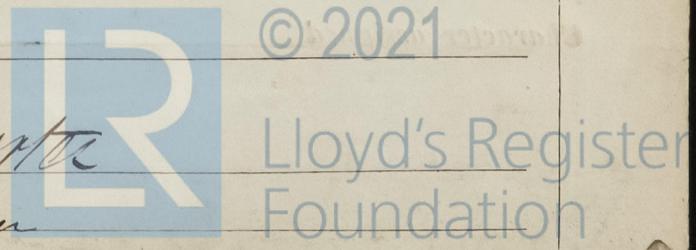
Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name Thomas Carter

Surveyor's Name John Holman



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

She has SAILS.		CABLES, &c.		ANCHORS.	
No.	Fathoms.	Inches.	No.		
/ Fore Sail,	150	Chain	58	2	Bower, 3-2-0 (3-1-0)
/ Fore Top Sail,	80	Hempen Stream Cable.....	6	1	Stream, 2-0-0
/ Fore Top Stay Sails,	70	Hawser	4	2	Kedge, 1-0-0 (0-3-0)
/ Main Sail,	70	Towlines	3 1/2		All of proper weight.
/ Main Top Sails,	70	Warp	2		
and <i>all the mizen sail, and</i> All of <u>good</u> quality.					

Her Standing and Running Rigging is all 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 appears to be from built and in good order
Caulked all over and a general overhaul*

*Will you be please to send a Certificate of Disposition to
Captain C Sound. Padstow*

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Some of opinion this Vessel should be Classed A 1, 8 Years from her first Built

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, John Holman
Clapnet 5-0

Committee Minute 24th August 1834

Character assigned 7 B 1

*Com Min 27 Aug
Clapnet 6*