

No. 74 Survey held at Padstow Date August 17 1841  
 on the Schooner Marana Master C. Pound  
 Tonnage 38 1/2 Built at Padstow When built 1830  
 By whom built The Carter Owners Pound & Andrew  
 Port belonging to Padstow Destined Voyage Newport  
 If Surveyed Afloat or in Dry Dock on the Graving Bank, Block 2

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

#### Scantlings of Timber.

Timber and Space.....	each	Inches.	Inches.	Inches.
Floors.....	sided	<u>7</u>	Moulded	<u>8</u>
1 <sup>st</sup> Foothooks.....	"	"	"	"
2 <sup>nd</sup> Ditto.....	"	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"	"
Top Timbers.....	"	"	"	"
Deck Beams.....	Number of <u>14</u>	<u>7</u>	<u>8</u>	<u>8</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.

<u>Iron</u> Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	"	Bolts thro' the Bilge and Foot Waling.....	"	Hold Beam.....	"
Scarp of Keel.....	N <sup>o</sup> .	Butt End Bolts.....	"	Deck Beam.....	"
Floor Timber Bolts.....	"	Lower Pintle of the Rudder.....	<u>2 1/2</u>		
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 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 Irish

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 <sup>said to be</sup> 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 Irish

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 & Pine

The Gunwales of Irish

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.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
/	Fore Sail,	150	Chain .....	5 1/2	2	Bower, 3-2-0 (3-1-0)
/	Fore Top Sail,	80	Hempen Stream Cable.....	6	1	Stream, 2-0-0
/	Fore <del>Topmost</del> Stay Sails,	70	Hawser .....	4	2	Kedge, 1-0-0 (0-3-0)
/	Main Sails,	70	Towlines .....	3 1/2		All of proper weight.
/	Main Top Sails,	70	Warp .....	2		
and all the mizen sails and			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 firm 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 Same of opinion this Vessel should be Classed As 8 Years from her first Built

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

Committee Minute 24<sup>th</sup> August 1834

Character assigned 7 D 1  
*Com Min 27 Aug*  
*Claped 6*

