No. 88 **Survey held at** Padstow **Date** Feby 26 1842

on the Schooner Tamar **Master** Peter Osborne

Tonnage 46 Tns **Built at** French Prize **When built**

By whom built **Owners** Bellingo & Co

Port belonging to Padstow **Destined Voyage** not known

If Surveyed Afloat or in Dry Dock in Dock

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length aloft	46	8	Extreme Breadth	15	6	Depth of Hold	8	2

Scantlings of Timber.

		Inches.		Inches. Middle	Inches. Ends
Thickness and Space	each	20			
	sided	7	Moulded	8	7
Hooks	"	7	"	7	6
	"	7	"	6	4½
	"		"		
Timbers	"		"		
Beams ....N°. of 10	"	11	"	5¾	
Beams ....N°. of	"		"		
	"	8¼	"	11	
	"	9	"	15	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2	Foot Waling	2½
Bilge Planks	3	Bilge Planks	3
Bilge to Wales	2	Ceiling in Flat	2
Wales	3	Ditto Bilge to Clamp	2
Topsides	2	Hold Beam Clamps	
Sheer Strakes	2	Deck Beam Ditto	4½
Plank Sheers	2	Ceiling 'twixt Decks	
Water-Ways F. Deck		Hold Beam Shelfs	
Upper Deck	2	Deck Beam Ditto	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Knee, and Dead Wood abaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
of Keel N°.		Butt End Bolts		Deck Beam	
Timber Bolts		Lower Pintle of the Rudder			
Ditto					
Bolts and throats of Hooks				same in Iron above the Copper	
Hooks					

Frame.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 6 Inches. (but close framed) The Space between the Top-timbers is 7½ Inches. (close framed) The Stem, Stern Post, are composed of French Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of E Oak and are free from all defects.

Floors and first Foothooks are composed of do Timber.

Other Foothooks and Top Timbers of do

Shifts of the first and second Foothooks are not less than 3 ft 4 in *N. B. When less than prescribed by the Rule, state how many.*

Rest of the Shifts of the Frame are sufficient

Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the Frame is well squared

~~Alternate~~ Frames are well bolted close together. *N. B. If not, state how bolted.*

Butts of the Timbers are well close together; their thickness not less than of the entire moulding at that place.

Frame is not chocked with Butt at each end of the chock.

Main Kelson is composed of Ch^n Oak and the False Kelson of

Scarphs of the Kelsons ~~are not less than~~ on piece ~~feet~~ ~~inches.~~

Deck and Hold Beams are composed of E Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of A Elm

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

the Light Water Mark to the Wales of do

Wales and Black-strakes are of part E Oak part E Oak The Topsides of A Oak

The Sheer-strakes and Plank-sheers of E Oak The Water-ways of E Oak

The Decks of Y Pine State of Good

The Shifts of the Planking are not less than 4 Feet Inches. *N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.* The Planking is wrought between

Planking Inside.—The Limber-strakes are composed of A Elm the Bilge Planks of E Oak

The Ceiling, Lower Hold, of A Elm and pine Between Decks of A Elm and pine

Shelf Pieces of Clamps of E Oak

Fastenings.—To Hold Beams

Deck Beams Fodgy & Locking Knee

Number of Breasthooks Four 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 Deman

C. F. SEYFANG, PRINTER, FARRINGDON STREET, LONDON.

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