

No. 91 Survey held at Padstow Date July 16 1842
 on the Schooner Thomas & Elizabeth Master Wm. Richards
 Tonnage 60 Built at Padstow When built 1842
 By whom built Metzall & Co Owners Richards, Phelps & Co.
 Port belonging to Padstow Destined Voyage West Coast

If Surveyed Afloat or in Dry Dock in Builders Yard whilst on the stocks once, and after Launch
 * Price Letter 17/10/42

Length aloft	Feet. <u>49</u> Inches. <u>9</u>	Extreme Breadth	Feet. <u>10</u> Inches. <u>8</u>	Depth of Hold	Feet. <u>7</u> Inches. <u>9</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each <u>18</u>	Moulded	Inches. Middle <u>8 1/2</u> Inches. Ends <u>7</u>	Outside.	Inside.
Floors	sided <u>8</u>			Keel to Bilge	Foot Waling
1st Foothooks	" <u>7</u>	"	" <u>7</u> <u>5</u>	Bilge Planks	Bilge Planks
2nd Ditto	" <u>6</u>	"	" <u>5</u> <u>4 1/2</u>	Bilge to Wales	Ceiling in Flat
3rd Ditto	" <u>6</u>	"	" <u>5</u> <u>4 1/2</u>	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>7 1/2</u>	"	" <u>7 1/2</u> <u>5 1/2</u>	Topsides	Hold Beam Clamps
Deck Beams N° of <u>13</u>	" <u>7 1/2</u>	"	" <u>7 1/2</u> <u>5 1/2</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N° of	" <u>8 1/2</u>	"	" <u>12</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>10</u>	"	" <u>20</u>	Water-Ways	Hold Beam Shelves
Kelsons	" <u>10</u>	"	" <u>20</u>	Upper Deck	Deck Beam Ditto
Copper.			Size of Bolts in Fastenings.		
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	Copper.		Iron.	
Scarpns of Keel	<u>None</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>3/4</u>
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2 3/4</u>	same in Iron above the Copper	
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>3/4</u>				

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

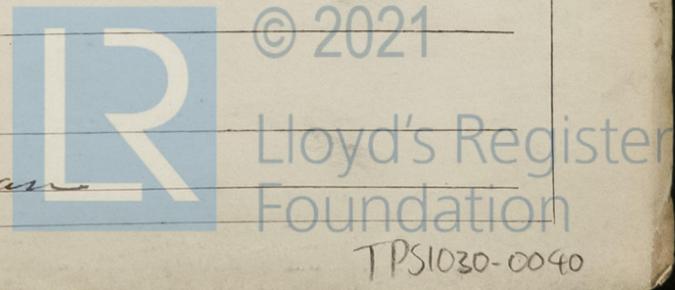
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Dur Oak
 From the first Foothook Heads to the Light Water Mark of Dur Oak
 From the Light Water Mark to the Wales of Do
 The Wales and Black-strakes are of Do The Topsides of Dur Oak
 The Sheer-strakes and Plank-sheers of Do The Water-ways of Do
 The Decks of Gal. Pine State of good
 The Shifts of the Planking are not less than 4 Feet 0 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 wood & three between

Planking Inside.—The Limber-strakes are composed of Dur Oak the Bilge Planks of Dur Oak
 The Ceiling, Lower Hold, of Dur Oak Between Decks of Do
 Shelf Pieces of none Clamps of Dur Oak

Fastenings.—To Hold Beams no hold beams
 Deck Beams Sodgy & Locking None
 Number of Breasthooks Four Pointers none Crutches none
 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 very good

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

Builder's Name _____
 Surveyor's Name John A. Johnson



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
<u>One</u>	Fore Sails,	<u>150</u>	Chain	<u>3/8</u>	<u>2</u>
<u>One</u>	Fore Top Sails,	<u>70</u>	Hempen Stream Cable	<u>8</u>	<u>1</u>
<u>One</u>	Fore Topmast Stay Sails,	<u>70</u>	Hawser	<u>4</u>	<u>2</u>
<u>One</u>	Main Sails,	<u>70</u>	Towlines	<u>3</u>	
<u>One</u>	Main ^{Top} Sails,		Warp		
and <u>all other Sails</u> <u>knapp &</u>		All of <u>good</u> quality.			

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

She has One Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This vessel was not surveyed in the three stages as required by the Rules, but I believe her to be a very good vessel and well built, I could not see all her stores on board as she was only partly rigged, but they were in the yard and store, after I got the particulars required, were forwarded to you, I should not send this survey incomplete, but as the No and date should follow, they let it better to send it forward

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 Years A 1

The Amount of the Fee.....£ 1 : : is received by me,

Special£ : :

John Wilson

Committee's Minute _____ 184 _____

Character assigned 10 Years A 1

