

No. 120 Survey held at Sector Date July 12 1843  
 on the Schooner New Dawn Master C. Cardar  
 Tonnage 40 NM 50 00 Built at Sympson/River When built 1805  
 By whom built \_\_\_\_\_ Owners Bartlett & Co.

120  
*[Signature]*

Port belonging to Sector Destined Voyage New York  
 If Surveyed Afloat or in Dry Dock Afloat down keel on both sides

*[Signature]*

Length aloft	Feet. <u>48</u> Inches. <u>7</u>	Extreme Breadth	Feet. <u>14</u> Inches. <u>5</u>	Depth of Hold	Feet. <u>8</u> Inches. <u>0</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each <u>18</u>	Inches Middle <u>8</u>	Inches Ends <u>5</u>	<b>Outside.</b>	<b>Inside.</b>
Floors	sided <u>8</u>	Moulded <u>8</u>		Keel to Bilge	Foot Waling <u>2</u>
1 <sup>st</sup> Foothooks	"	"		Bilge Planks	Bilge Planks <u>2 1/2</u>
2 <sup>nd</sup> Ditto	"	"		Bilge to Wales	Ceiling in Flat <u>2</u>
3 <sup>rd</sup> Ditto	"	"		Wales	Ditto Bilge to Clamp <u>2</u>
Top Timbers	"	"		Topsides	Hold Beam Clamps
Deck Beams	N <sup>o</sup> . of <u>12</u>	"	<u>7</u> <u>5</u>	Sheer Strakes	Deck Beam Ditto <u>2 1/2</u>
Hold Beams	N <sup>o</sup> . of _____	"		Plank Sheers	Ceiling 'twixt Decks
Keel	"	"		Water-Ways	Hold Beam Shelves
Kelsons	"	"	<u>10</u>	Upper Deck	Deck Beam Ditto
<b>Copper.</b> <u>un</u>			<b>Size of Bolts in Fastenings.</b>		
Heel-Knee, and Dead Wood abaft	Inches. _____	<b>Copper.</b> <u>un</u>		<b>Iron.</b>	
Scarphs of Keel	N <sup>o</sup> . _____	Bolts thro' the Bilge and Foot Waling		Hold Beam	
Floor Timber Bolts	_____	Butt End Bolts		Deck Beam	
Kelson ditto	_____	Lower Pintle of the Rudder		}	
Transoms and throats of Hooks	_____	}		same in Iron above the Copper	
Arms of Hooks	_____	}		}	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Two Inches. avg. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are \_\_\_\_\_ free from all defects. The Floors and first Foothooks are composed of do Timber. The other Foothooks and Top Timbers of reported to be English Oak. The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, 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 \_\_\_\_\_ bolted together. N. B. If not, state how bolted. 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.

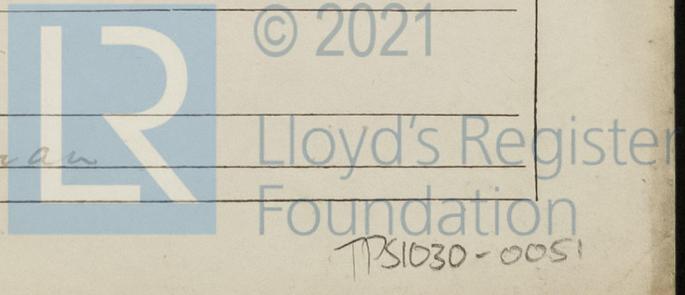
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Elm. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of do. The Wales and Black-strakes are of do. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of do. The Water-ways of do. The Decks of Yellow Pine State of good. The Shifts of the Planking are not less than four 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 2 and 3 between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of do Between Decks of do. Shelf Pieces of \_\_\_\_\_ Clamps of do.

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams Logan & Co's Key Bolts Number of Breasthooks Three 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 tolerably good

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

Builder's Name \_\_\_\_\_ 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, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
/	Fore Sails,	125	Chain .....	5 1/2	2	Bower, 4 <sup>cut</sup> - eu
/	Fore Top Sails,	70	Hempen Stream Cable .....	4 1/2	1	Stream, 1-3 <sup>80</sup>
/	Fore Topmast Stay Sails,	70	Hawser .....	3 1/2	2	Kedge, 1-0-0-3-0
/	Main Sails,		Towlines .....			
/	Main Top Sails,	70	Warp .....	2 1/2		
	and <u>all other necessary</u>		All of <u>good</u> quality.			

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

She has One Long Boat and \_\_\_\_\_

The present state of the Windlass is good Capstan same and Rudder good

**General Remarks—Statement and Date of Repairs.**

*New Rudder & Gun*  
*Nearly all new plank sheer & plank stroke*  
*& Stanchions*  
*Half new Decks*  
*Nearly all new Bulworks & rails*  
*100 feet topboards (plank)*  
*50 feet Ceiling*  
*20 Top timbers*  
*New Main Hatch coverings*  
*500 Turnbills*  
*Caulked all over and thoroughly outcaulked*  
*New forestay sail and some running gear*

*Be pleased to send a Certificate of Classification*

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed As

The Amount of the Fee.....£ : 10 : 0 is received by me,  
*Certificate* : 5 : 0  
 Special .....£ : :  
*John Holman*

Committee's Minute 31<sup>st</sup> March 1843

Character assigned As