

No. 192 Survey held at Padstow Date April 21 <sup>Rec 16 July 02</sup> 1845  
 on the Smack Jennifer Master \_\_\_\_\_  
 Tonnage 76 m Built at Padstow When built 1845  
 By whom built Thomas Carter Owners J R Army  
 Port belonging to Padstow Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock in Builders Yard

Length aloft	Feet. <u>54</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>18</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>9</u> Inches. <u>1</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each <u>17</u>	Inches. Middle <u>8</u> Ends <u>7</u>	<b>Outside.</b>	Inches.	<b>Inside.</b>
Floors	sided <u>8</u>	Moulded	Keel to Bilge	<u>2</u>	Foot Waling
1st Foothooks	" <u>7</u>	"	Bilge Planks	<u>3 1/2</u>	Bilge Planks
2nd Ditto	"	"	Bilge to Wales	<u>2</u>	Ceiling in Flat
3rd Ditto	"	"	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp
Top Timbers	"	"	Topsides	<u>2</u>	Hold Beam Clamps
Deck Beams	N <sup>o</sup> . of <u>12</u>	"	Sheer Strakes	<u>2 1/2</u>	Deck Beam Ditto
Hold Beams	N <sup>o</sup> . of _____	"	Plank Sheers	<u>2</u>	Ceiling 'twixt Decks
Keel	" <u>10</u>	"	Water-Ways	<u>3</u>	Hold Beam Shelves
Kelsons	" <u>12</u>	"	Upper Deck	<u>2</u>	Deck Beam Ditto

<b>Copper. Iron</b>		<b>Size of Bolts in Fastenings.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	
Scarphs of Keel	<u>1</u>	Butt End Bolts	<u>5/8</u>	Deck Beam	<u>5/8</u>
Floor Timber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Kelson ditto	<u>1</u>			same in Iron above the Copper	
Transoms and throats of Hooks	<u>7/8</u>				
Arms of Hooks	<u>3/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/4 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of Eng<sup>l</sup> Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Eng<sup>l</sup> Oak and are free from all defects.

The Floors and first Foothooks are composed of Ditto Timber.

The other Foothooks and Top Timbers of Ditto

The Shifts of the first and second Foothooks are not less than three feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Supercumb

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

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 \_\_\_\_\_ of the entire moulding at that place.

The Frame is well chocked with square 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 \_\_\_\_\_ feet \_\_\_\_\_ inches. in one piece

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 Ditto American Elm

From the first Foothook Heads to the Light Water Mark of Eng<sup>l</sup> Oak

From the Light Water Mark to the Wales of Ditto

The Wales and Black-strakes are of Ditto The Topsides of Eng<sup>l</sup> Oak

The Sheer-strakes and Plank-sheers of Ditto The Water-ways of Ditto

The Decks of Yel Pine State of Good

The Shifts of the Planking are not less than 5 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 three stripes between

**Planking Inside.**—The Limber-strakes are composed of Eng<sup>l</sup> Oak the Bilge Planks of Eng<sup>l</sup> Oak

The Ceiling, Lower Hold, of Ditto Between Decks of Ditto

Shelf Pieces of \_\_\_\_\_ Clamps of Ditto

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams Two iron & Locking Run to each

Number of Breasthooks Three Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Iron in the Bottom, and \_\_\_\_\_ 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 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,	150	Chain .....	3/4	2	Bower, 4-3-26-4-3-27
/	<del>Fore</del> Top Sails,	80	Hempen Stream Cable .....	6		Stream, 1-3-0
/	Fore <del>Topmast</del> Stay Sails,	80	Hawser .....	4		Kedge, 3-0
/	Main Sails,	80	Towlines .....	3		
	Main Top Sails,		Warp .....			
	and all other necessary sails &		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 \_\_\_\_\_ and Rudder good

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

This vessel is well and faithfully built having served her many times without accident. Repair would have been forwarded at the time of survey but for want of the crew

Be pleased to forward a Certificate to  
Mr Thomas Carter  
Parslow

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 : 0 : 0 is received by me,  
Certificate 5-  
Special .....£ : :

*John Ashman*

Committee's Minute 18 July 1845

Character assigned A 1 for 10 years