

No. 286 Survey held at Padstow Date August 9th 1847
 on the Schooner Medora Master Henry Carter
 Tonnage 57 Built at Padstow When built 1847
 By whom built J. Carter Owners J. Carter
 Port belonging to Padstow Destined Voyage Cardiff
 Surveyed Afloat or in Dry Dock in Builders Yard

M. R. C. 17 Aug

Length aloft	Feet. <u>49</u> Inches. <u>3</u>	Extreme Breadth	Feet. <u>13</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>7</u> Inches. <u>7</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>10</u>	Inches. Middle <u>8</u> Ends <u>7</u>	Outside.	Inches.	Inside.	
Floors	sided <u>8</u>	Moulded <u>8</u> <u>7</u>	Keel to Bilge	<u>2</u>	Foot Waling	<u>2</u> ¹ / ₄
1 st Foothooks	" <u>7</u>	" <u>7</u> <u>6</u>	Bilge Planks	<u>5</u>	Bilge Planks	<u>3</u>
2 nd Ditto	" <u>6</u> ¹ / ₂	" <u>5</u> ¹ / ₂	Bilge to Wales	<u>2</u>	Ceiling in Flat	<u>2</u>
3 rd Ditto	" <u>5</u> ¹ / ₂	" <u>5</u> <u>4</u>	Wales	<u>3</u> ¹ / ₂	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>5</u> ¹ / ₂	" <u>5</u> <u>4</u>	Topsides	<u>2</u>	Hold Beam Clamps	<u>2</u>
Deck Beams N ^o . of <u>10</u>	" <u>7</u>	" <u>7</u> <u>4</u> ¹ / ₂	Sheer Strakes	<u>2</u>	Deck Beam Ditto	<u>5</u>
Hold Beams N ^o . of	" <u>8</u>	" <u>10</u>	Plank Sheers	<u>2</u>	Ceiling 'twixt Decks	
Keel	" <u>11</u>	" <u>12</u>	Water-Ways	<u>2</u>	Hold Beam Shelves	
Kelsons	" <u>11</u>	" <u>12</u>	Upper Deck	<u>2</u>	Deck Beam Ditto	
Size of Bolts in Fastenings.			Iron.			
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	Copper.	Inches. <u>1/4</u>	Hold Beam		
Scarphs of Keel N ^o .	<u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>1/4</u>	Deck Beam	<u>3/4</u>	
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>5/8</u>			
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2</u> ¹ / ₄			
Transoms and throats of Hooks	<u>1</u>			same in Iron above the Copper		
Arms of Hooks	<u>3/4</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4¹/₂ 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 English Oak and English Ash Timber. The other Foothooks and Top Timbers of 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 same are all sufficient. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is sufficient. 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 partially chocked with square Butt at each end of the chock. The Main Kelson is composed of American Oak and the False Kelson of American Elm. The Scarphs of the Kelsons are not less than 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 Elm. From the first Foothook Heads to the Light Water Mark of Red Pine. From the Light Water Mark to the Wales of Red Pine. The Wales and Black-strakes are of American Oak. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of Red Pine. The Decks of Red 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 thru strakes between

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of Amer. Oak. The Ceiling, Lower Hold, of Eng. Oak Between Decks of Amer Oak in flat. Shelf Pieces of American Oak Clamps of American Oak.

Fastenings.—To Hold Beams Deck Beams Loosely & locking Nails. Number of Breasthooks None Pointers None Crutches None. Butts End Bolts are of none in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling none 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 Thomas Carter
 Surveyor's Name John Ashburner

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 .	
/	Fore Sails,	150	Chain	3/4	2	Bower, 3-3-14 each
/	Fore Top Sails,	70	Hempen Stream Cable	5	1	Stream, 1-3-0
/	Fore Topmast Stay Sails,	70	Hawser	4	1	Kedge, 1-0-0
/	Main Sails,	70	Towlines	3		
/	^{Top} Main Top Sails,		Warp			
	and all other necessary Sails and		All of <u>good</u> quality.			

Her Standing and Running Rigging is 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 has been surveyed by me on her
 three several stages. She is well and faithfully
 built and deserves the best character consistent
 with the Rules.*

*Be pleased to forward Certificate
 to Mr. John Carter Parson*

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

I am of opinion this Vessel should be Classed Open

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

Committee's Minute 17 August 1847

Character assigned A 1 m b C a

