

No. 290 Survey held at Padstow Date September 28th 1847
 on the Bryant's Pelles Master Joseph Tappett
 Tonnage 112.02 Built at Spanna When built 1830
 By whom built _____ Owners John Hawken
 Port belonging to Padstow Destined Voyage Amsterdam
 If Surveyed Afloat or in Dry Dock in Builders Ways

| | | | | | |
|--|---------------------------------|---|---------------------------------|---------------|---------------------------------|
| Length aloft | Feet. <u>64</u> Inches <u>4</u> | Extreme Breadth | Feet. <u>20</u> Inches <u>7</u> | Depth of Hold | Feet. <u>12</u> Inches <u>3</u> |
| Scantlings of Timber. | | | | | |
| Timber and Space | each <u>24</u> | Inches Middle <u>13</u> Inches Ends <u>10</u> | Thickness of Plank. | | |
| Floors | sided <u>12</u> | Moulded | Outside. | Inches | Inside. |
| 1 st Foothooks | " <u>10</u> | " <u>10</u> <u>9</u> | Keel to Bilge | <u>3</u> | Foot Waling |
| 2 nd Ditto | " <u>9</u> | " <u>9</u> <u>8</u> | Bilge Planks | <u>8</u> | Bilge Planks |
| 3 rd Ditto | " <u>9</u> | " <u>7</u> <u>6</u> | Bilge to Wales | <u>2 1/4</u> | Ceiling in Flat |
| Top Timbers | " <u>9</u> | " <u>9</u> <u>7</u> | Wales | <u>5</u> | Ditto Bilge to Clamp |
| Deck Beams N ^o . of <u>14</u> | " <u>9</u> | " <u>9</u> <u>7</u> | Topsides | <u>2 1/2</u> | Hold Beam Clamps |
| Hold Beams N ^o . of <u>1</u> | " <u>9 1/2</u> | " <u>9 1/2</u> <u>7</u> | Sheer Strakes | <u>3 1/2</u> | Deck Beam Ditto |
| Keel | " <u>11</u> | " <u>14</u> | Plank Sheers | <u>2 1/2</u> | Ceiling 'twixt Decks |
| Kelsons | " <u>13</u> | " <u>24</u> <u>12</u> | Water-Ways | <u>5</u> | Hold Beam Shelves |
| | | | Upper Deck | <u>2 1/2</u> | Deck Beam Ditto |

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. away The Space between the Top-timbers is 3 Inches. away 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 Ditto Timber.

The other Foothooks and Top Timbers of Ditto

The Shifts of the first and second Foothooks are not less than 3 1/2 6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficient

The Frame is well squared from the first Foothook Heads upwards, and 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 well chocked with square Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than 6 feet 6 inches.

The Deck and Hold Beams are composed of English & American Oak

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

From the first Foothook Heads to the Light Water Mark of American Elm

From the Light Water Mark to the Wales of English Oak & American Elm

The Wales and Black-strakes are of Ditto The Topsides of American Oak

The Sheer-strakes and Plank-sheers of all English Oak The Water-ways of Better Pine

The Decks of Yellow Pine & Norway State of New & 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 Strakes between

Planking Inside.—The Limber-strakes are composed of American Elm (New) the Bilge Planks of Ditto (New)

The Ceiling, Lower Hold, of Ditto Between Decks of Ditto (New)

Shelf Pieces of _____ Clamps of American Oak

Fastenings.—To Hold Beams Iron Pins

Deck Beams Loosening & Locking Pins & 1/4" Square iron Pins

Number of Breasthooks Four Pointers _____ Crutches _____

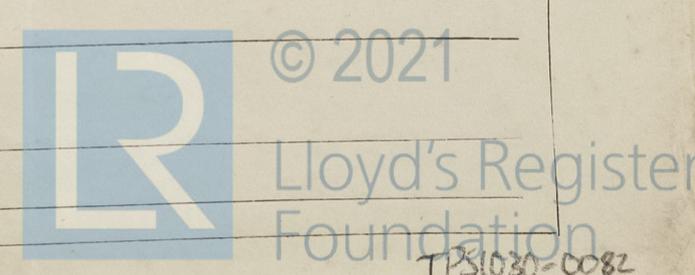
Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship very good

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

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



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

| She has SAILS. | | | CABLES, &c. | | ANCHORS, and their weights. | |
|------------------------------|---|--------------------------|-----------------------------------|---------------------------|-----------------------------|----------------------------|
| N ^o . | | Fathoms. | | Inches. | N ^o . | |
| all her sails | 1 | Fore Sails, | 130 | Chain | 2 | Bower, 8-2-0 & 9-0-0 |
| | 2 | Fore Top Sails, | 80 | Hempen Stream Cable | 1 | Stream, 4-1 |
| | 1 | Fore Topmast Stay Sails, | 70 | Hawser | 3 | Kedge, 3-0-0) 2-0-0) 1-0-0 |
| | 1 | Main Sails, | 70 | Towlines | | |
| | 1 | Main Top Sails, | 70 | Warp | | |
| and all the mizzen Sails and | | | All of <u>good</u> quality. & new | | | |

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

She has One Long Boat and One Sloop Boat

The present state of the Windlass is New Patent Capstan and Rudder new

General Remarks—Statement and Date of Repairs.

For Restoration

The whole of the outside ^{Plank} taken off as low as the second futtock beams and the ceiling of the Cabin, together with all the Decks Beams & Keels at the Timbers of the Frame entirely exposed to view.

Jacks, Beams, Keels, Comings, Bitts, Rails, Bulwarks, Paintstrakes Plank Stern Stanchions, Topboards, Wales & Blackstrakes all new

2/3rd the Plank under the Wales new

Ceiling, Lumber, Bely Strakes, & Clamps all new

Spars, Sails, Blocks, run work & Lodges all new

2/3rd of the Bynd's Frame has been shytled and replaced either with new or good sound second hand Bynd oak

the interior of the Fastenings new

The Bynd has had a good and expens Repair and the air of Operation should be Classed A 1 for 5 years

John Holman
W. M. M. M. M.

Please to forward a certificate to Mr John Holman
Pudston

[Large handwritten signature]

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

I am of opinion this Vessel should be Classed A 1 for 5 years

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,
John Holman

Certificate Special£ : 5 :

Committee's Minute 5th October 1847

Character assigned Best A 1 for 4 years