

No. 250 Survey held at Cutter & Larnach Date Feb 26/74 1847
 on the Bayanum River Master J Mayfree
 Tonnage 152 Built at P C Island When built 1848
 By whom built _____ Owners Edw Harris
 Port belonging to Cutter Destined Voyage Newcastle
 If Surveyed Afloat or in Dry Dock Afloat at Cutter and on the Hard at Larnach

Length aloft	Feet. <u>87</u> Inches. <u>7</u>	Extreme Breadth	Feet. <u>21</u> Inches. <u>0</u>	Depth of Hold	Feet. <u>12</u> Inches. <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. <u>22</u>	Inches. Middle <u>11</u> Ends <u>8½</u>	Outside.	Inches. <u>2½</u>	Inside.	Inches. <u>3½</u>
Floors.....	sided <u>12</u>	Moulded	Keel to Bilge	<u>2½</u>	Limber Strakes	<u>3½</u>
1 st Foothooks.....	" <u>8½</u>	"	Bilge Planks	<u>3½</u>	Bilge Planks	<u>1¼</u>
2 nd Ditto.....	" <u>8½</u>	"	Bilge to Wales	<u>3</u>	Ceiling in Flat	<u>3</u>
3 rd Ditto.....	" <u>8½</u>	"	Wales	<u>1¼</u>	Ditto Bilge to Clamp	<u>2½</u>
Top Timbers	" <u>8½</u>	"	Topsides	<u>2½</u>	Hold Beam Clamps	<u>2½</u>
Deck Beams N ^o <u>16</u>	Average Space } <u>4 1/4</u>	" <u>10</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>4½</u>
Hold Beams N ^o <u>6</u>	Average Space } <u>6-9</u>	" <u>10</u>	Plank Sheers.....	<u>2½</u>	Ceiling 'twixt Decks	<u>2½</u>
Keel	" <u>10</u>	" <u>13</u>	Water-Ways	<u>6½</u>	Hold Beam Shelves	
Kelsons	" <u>10</u>	" <u>19</u>	Upper Deck	<u>2½</u>	Deck Beam Ditto.....	

Size of Bolts in Fastenings, distinguishing whether		Iron.	
all Copper or Iron.	Inches.	all Copper or Iron.	Inches.
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Limber Strakes	Hold Beam
Scarpns of Keel N ^o .		Butt End Bolts	Deck Beam
Floor Timber Bolts		Lower Pintle of the Rudder	<u>2 1/2</u>
Kelson ditto			
Transoms and throats of Hooks			
Arms of Hooks			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One Inches. 1/2 The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of B Birch & Hackmatack the Transoms, Aprons, Knight Heads, Hawse Timbers, of B Birch & Red Pine and are free from all defects. Timber.

The Floors and first Foothooks are composed of B Birch

The other Foothooks and Top Timbers of B Birch & Hackmatack

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 apparently 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 B Birch and the False Kelson of B Birch

The Scarpns of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of Red Pine

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of B Birch

From the first Foothook Heads to the Light Water Mark of Ditto

From the Light Water Mark to the Wales of Ditto

The Wales and Black-strakes are of B Birch The Topsides of B Birch

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

The Decks of Spice 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 2 and 3 between

Planking Inside.—The Limber-strakes are composed of B Birch the Bilge Planks of B Birch

The Ceiling, Lower Hold, of B Birch & Pine Between Decks of Red Pine

Shelf Pieces of _____ Clamps of Ditto

Fastenings.—To Hold Beams Double Knives with Wood & Iron Nails

Deck Beams Lodging & Larkins Nails, & 10 Iron Nails

Number of Breasthooks 3 Pointers Two Pair Crutches One

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

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Spice & Red Pine

General Quality of Workmanship Good

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

Builder's Signature _____ Surveyor's Signature John H. Harris

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,	180	Chain	15	2	Bower,	8-0-23 7-2-14
/	Fore Top Sails,	60	Hempen Stream Cable	7	1	Stream,	4-0-
/	Fore Topmast Stay Sails,	70	Hawser	4 1/2	2	Kedge,	1-2-0 1-0-
/	Main Sails,	70	Towlines	4			
/	Main Top Sails,		Warp				
and <u>another keeping sail,</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 new and Rudder Good Pumps New & Good

General Remarks—Statement and Date of Repairs.

The Bysse has been overhauled and partially caulked and well fastened with 18 Iron Nails to upper deck & Hold Beams

I think her in good order and fit to carry dry and perishable Cargoes

Samuel Johnson

Be pleased to forward a Certificate to Mr Edw Harris Coal Merchant Lamouth

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A 1

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

Special£ 1 : 0 : 0 Sam Johnson

Certificate (if required)£ : 5 :

Committee's Minute 27th July 1844

Character assigned A 1 per 4 Aug
and