

No. 307 Survey held at Radston Date Rec 22/8/49 August 17 1849
 on the Schooner Amalan Master R. D. Harvey
 Tonnage 85.20 Built at Radston When built 1849
 By whom built R. V. Sedwens Owners R. V. Sedwens
 Port belonging to Radston Destined Voyage Mejsina
 If Surveyed Afloat or in Dry Dock in yard whilst Building

Length aloft	Feet. <u>59</u> Inches. <u>-</u>	Extreme Breadth	Feet. <u>19</u> Inches. <u>4 1/2</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>4</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches. <u>18</u>	Inches. Middle <u>9</u> Inches. Ends <u>8</u>	Outside.	Inches.	Inside.
Floors	<u>9</u> sided	Moulded <u>9</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes
1st Foothooks	<u>7</u>	<u>8</u>	Bilge Planks	<u>4</u>	Bilge Planks
2nd Ditto	<u>8 1/2</u>	<u>7</u>	Bilge to Wales	<u>3</u>	Ceiling in Flat
Timbers	<u>8</u>	<u>5 1/2</u>	Wales	<u>4</u>	Ditto Bilge to Clamp
Beams N° <u>13</u> Average Space <u>3-6</u> Hatchway	<u>10</u>	<u>10</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps
Beams N° Average Space	<u>10</u>	<u>13</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto
	<u>11</u>	<u>26</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks
			Water-Ways	<u>4</u>	Hold Beam Shelves
			Upper Deck	<u>2 1/2</u>	Deck Beam Ditto

Size of Bolts in Fastenings, distinguishing whether		Copper or Iron.	Iron.
Stem, and Dead Wood abaft	Inches. <u>1 1/2</u>		
of Keel	N° <u>One</u> <u>3/4</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u> Hold Beam
Limber Bolts	<u>1</u>	Butt End Bolts	<u>5/8</u> Deck Beam
ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/2</u>
Stems and throats of Hooks	<u>1</u>		
of Hooks	<u>7/8</u>		

Ring.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. Along The Space between the Top-timbers is 5 1/2 Inches. Along The Stem, Stern Post, are composed of English & Amer. Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects. Floors and first Foothooks are composed of English Oak, Amer. Oak, both & Hackmatack Timber. other Foothooks and Top Timbers of 4, 1 1/2" Fullecks Oak, remainder English Oak Shifts of the first and second Foothooks are not less than 3-4 N. B. When less than prescribed by the Rule, state how many. rest of the Shifts of the Frame are Superior Frame is truly squared from the first Foothook Heads upwards, and truly free from sap, and from thence downwards, the frame is square alternate Frames are all bolted together. N. B. If not, state how bolted.

Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. Frame is partially chocked with square Butt at each end of the chock. Main Kelson is composed of Amer. Elm and the False Kelson of Red Pine Scarphs of the Kelsons are not less than no Scarph, all in one piece feet _____ inches.

Deck and Hold Beams are composed of Amer. Oak, English Oak & Hackmatack
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer. Elm the first Foothook Heads to the Light Water Mark of Red Pine the Light Water Mark to the Wales of Red Pine Wales and Black-strakes are of Amer. Oak The Topsides of Red Pine Sheer-strakes and Plank-sheers of _____ The Water-ways of Red Pine Decks of Red Pine State of Good 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 3 Strakes between

Planking Inside.—The Limber-strakes are composed of Amer. Elm the Bilge Planks of Amer. Elm The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine Shelf Pieces of Red Pine Clamps of Red Pine

Fastenings.—To Hold Beams _____ Deck Beams Moulded in Shelf & Keel & in Keel in Hatchway of Breasthooks _____ Pointers _____ Crutches _____ Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched. Limber Strakes Iron bolted through and clenched. Treenails of English Oak of Workmanship Good

The preceding is a correct description of the above-named Vessel,
R. V. Sedwens Surveyor's Signature R. V. Sedwens

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 <u>1 1/2" 15/16" 1 1/8"</u>	2 1/2"	2 Bower, 6-1-0 & 6-0-0
/	Fore Top Sails,	70	Hempen Stream Cable	7	1 Stream, 4-2
/	Fore Topmast Stay Sails,	70	Hawser	4 1/2	2 Kedge, 2-2 & 1-0-0
/	Main Sails,	70	Towlines	3 1/2	
/	Main Top Sails,	70	Warp	2 1/2	
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 Patent Good Capstan _____ and Rudder Good Pumps Iron

General Remarks—Statement and Date of Repairs.

The vessel ~~is~~ is well put out of hand and firmly built. She has a long Hatchway which will account for the small mass of dark beams, I could not get a Certificate for the proof of 50 fathoms of 1 1/2" Chain.

Be pleased to forward a Certificate to Messrs J. Thomas, Parston

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

I am of opinion this Vessel should be Classed 6 years A1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, John Johnson

Special£ : : :

Certificate (if required)£ : 5 :

Committee's Minute 24th Aug 1849

Character assigned A1

