

No. 44 Survey held at Budgewater Date May 29 ^{Rec 7/6/50} 1850
 on the Smack Providence Master Edw^d Baker
 Tonnage 55 Built at Carmarthen When built 1790
 By whom built _____ Owners The Patterson
 Port belonging to Budgewater Destined Voyage Coasting Trade
 If Surveyed Afloat or in Dry Dock on the Hard

Length aloft	Feet. <u>52</u> Inches. <u>7</u>	Extreme Breadth	Feet. <u>17</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>8</u> Inches. <u>7</u>	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. <u>20</u>	Inches. Middle <u>8</u> Inches. Ends <u>7</u>	Outside.	Inches.	Inside.	
Floors	sided <u>8</u>	Moulded <u>8</u> <u>7</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3</u>
1 st Foothooks	" <u>7</u>	" <u>7</u> <u>6 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3 1/2</u>
2 nd Ditto	" <u>6 1/2</u>	" <u>6 1/2</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto	" <u>5 1/2</u>	" <u>5</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	" <u>5 1/2</u>	" <u>5</u>	Topsides	<u>2</u>	Hold Beam Clamps	
Deck Beams N ^o <u>10</u> Average Space } <u>4 feet</u>	" <u>7 1/2</u>	" <u>7 1/2</u> <u>6</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>2 1/2</u>
Hold Beams N ^o _____ Average Space }	"	"	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>10</u>	" <u>12</u>	Water-Ways	<u>4</u>	Hold Beam Shelves	
Kelsons	" <u>12</u>	" <u>12</u> <u>10</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Bolts thro' the Bilge and Limber Strakes	Inches.	Hold Beam	Inches.
Scarphs 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					

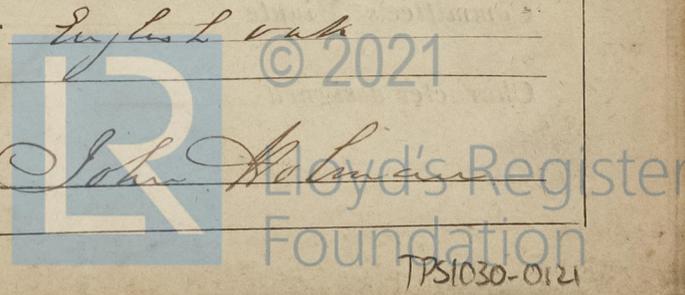
Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are free from all defects. The Floors and first Foothooks are composed of English oak 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 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 _____ 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 English oak and the False Kelson of _____. The Scarphs of the Kelsons are not less than 6 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 English Elm. From the first Foothook Heads to the Light Water Mark of English oak. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of English oak. The Topsides of English oak. The Sheer-strakes and Plank-sheers of English oak. The Water-ways of English oak. The Decks of The same 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 20 3 between _____

Planking Inside.—The Limber-strakes are composed of English oak the Bilge Planks of English oak. The Ceiling, Lower Hold, of English oak Between Decks of English oak. Shelf Pieces of _____ Clamps of English oak.

Fastenings.—To Hold Beams _____
 Deck Beams Dodging & Locking Nails
 Number of Breasthooks 3 Pointers _____ Crutches _____
 Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English oak
 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 A. Lloyd



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	2 1/4	2
/	Fore Top Sails,	80	Hempen Stream Cable	5	1
	Fore Topmast Stay Sails,	70	Hawser	4 1/2	2
/	Main Sails,		Towlines		
	Main Top Sails,	70	Warp	3	
and <i>all other necessary</i>			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 Pumps good

General Remarks—Statement and Date of Repairs.

All new Plank from Paint Strake to lower part of Keel included, also new knight heads & Hawsers timbered
 All new Clamps and Spile 2/3rd new Ceiling
 New keel & keelson & 2 Floors, furnished throughout
 hole and properly fastened and caulked all over
 of the upper decks had been slight the work
 have appeared at first sight a new vessel there is in
 excellent order

Be pleased to forward a Certificate
 to Mr Tho Patterson Bridgewater

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.....£ 1 : 0 : 0 is received by me, John Holman

Special£ : :

Certificate (if required)£ : 5 :

Committee's Minute 7th June 1850

Character assigned A.1

