

No. 429 Survey held at Budgewater Date Sept 3<sup>rd</sup> 1854  
 on the Smack Liver Master John Leblay  
 Tonnage 35 Built at Lallah (Plym<sup>?</sup>) When built 1844  
 By whom built \_\_\_\_\_ Owners The Patterson  
 Port belonging to Budgewater Destined Voyage South  
 If Surveyed Afloat or in Dry Dock Above Town

Length aloft	Feet. Inches. <u>48</u>	Extreme Breadth	Feet. Inches. <u>17</u>	Depth of Hold	Feet. Inches. <u>6</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Room and Space	Inches. <u>18</u>	Inches. Middle	Inches. Ends	<b>Outside.</b>	<b>Inside.</b>
Floors	sided <u>7</u>	Moulded <u>7</u>	<u>6</u>	Keel to Bilge	Limber Strakes
1 <sup>st</sup> Foothooks	" <u>6</u>	" <u>6</u>	"	Bilge Planks	Bilge Planks
2 <sup>nd</sup> Ditto	"	"	"	Bilge to Wales	Ceiling in Flat
3 <sup>rd</sup> Ditto	"	"	"	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>5</u>	" <u>4</u>	<u>4</u>	Topsides	Hold Beam Clamps
Deck Beams N <sup>o</sup> <u>9</u>	Average Space } <u>4 feet</u>	"	"	Sheer Strakes	Deck Beam Ditto
Hold Beams N <sup>o</sup> _____	Average Space }	"	"	Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>8</u>	" <u>12</u>	"	Water-Ways	Hold Beam Shelves
Kelsons	" <u>9</u>	" <u>12</u>	<u>9</u>	Upper Deck	Deck Beam Ditto

<b>Copper or Iron.</b>		<b>Copper or Iron.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	Inches.	Bolts thro' the Bilge and Limber Strakes	Inches.	Hold Beam	Inches.
Scarphs of Keel N <sup>o</sup> _____		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder	<u>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 2 Inches. *aver* The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of dry oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of dry oak and are free from all defects. The Floors and first Foothooks are composed of dry oak Timber. The other Foothooks and Top Timbers of dry 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 dry oak and the False Kelson of \_\_\_\_\_. The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of dry oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of dry oak. From the first Foothook Heads to the Light Water Mark of dry oak. From the Light Water Mark to the Wales of dry oak. The Wales and Black-strakes are of dry oak. The Topsides of dry oak. The Sheer-strakes and Plank-sheers of dry oak. The Water-ways of dry oak. The Decks of dry oak 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 \_\_\_\_\_ between \_\_\_\_\_

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

**Fastenings.**—To Hold Beams \_\_\_\_\_  
 Deck Beams Leadings & Locking Bars  
 Number of Breasthooks 3 Pointers none Crutches none  
 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 dry oak  
 General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature John Patterson



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
1	Fore Sail,	150	Chain .....	5 1/2	2	Bower,
1	<del>Fore</del> Top Sails,	70	Hempen Stream Cable .....	6	1	Stream,
	Fore Topmast Stay Sails,	70	Hawser .....	4	2	Kedge,
1	Main Sails,	70	Towlines .....	2 1/2		
	Main Top Sails,		Warp .....			
and			All of _____ 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 Windlas is good Capstan \_\_\_\_\_ and Rudder good Pumps good

**General Remarks—Statement and Date of Repairs.**

*This little vessel appears to be well built and if that she had been built under Survey I am of opinion would have been classed 12 A 1*

*Surveyed in accordance with Rule 51*

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 H. ...*

Special .....£ : :  
 Certificate (if required) .....£ : 5 :

Committee's Minute 10<sup>th</sup> Sept 18 50

Character assigned A 1 *per 10 ...*

