

No. 429 Survey held at Budgewater Date Sept 3rd 1854
on the Smack Laver Master John Leblay
Tonnage 35 Built at Lallah (Plymth) 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 18 Feet. 0 Inches. Extreme Breadth 11 Feet. 0 Inches. Depth of Hold 6 Feet. 0 Inches.

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

Copper or Iron.		Copper or Iron.		Iron.	
Inches.		Inches.		Inches.	
Heel-Knee, and Dead Wood abaft		Bolts thro' the Bilge and Limber Strakes....		Hold Beam	
Scarphs of Keel.....N ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder	<u>2</u> <u>1</u> <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 1 2 Inches. over 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 dry oak

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 ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sail,	150	Chain	5 1/2	2	Bower,	} <u>good and efficient</u>
1	Fore Top Sails,	70	Hempen Stream Cable	6	1	Stream,	
	Fore Topmast Stay Sails,	70	Hawser	4	2	Kedge,	
1	Main Sails,	70	Towlines	8 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

General Remarks—Statement and Date of Repairs.

This little vessel appears to be well built and if had she had been built under Survey I am of opinion would have been Class'd 12 A1

Surveyed in accordance with Rule 51

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

I am of opinion this Vessel should be Class'd A1

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

Special£ : :

Certificate (if required)£ : 5 :

Committee's Minute 10th Sept 18 50

Character assigned A1 per 10 Dec