

No. 483 Survey held at Tips Lane Date April 25<sup>th</sup> 1852  
 on the Witch Stag Master James Rawlings  
 Tonnage 590<sup>h</sup> Built at Tips Lane When built 1851  
 By whom built J. P. Bowden Owners A. Robinson  
 Port belonging to Padstow Destined Voyage Padstow  
 If Surveyed Afloat or in Dry Dock in Builders Yard

Length aloft	57	Feet.	Inches.	Extreme Breadth	15	2	Feet.	Inches.	Depth of Hold	6	8	Feet.	Inches.
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>									
Room and Space	20	Inches.						<b>Outside.</b>		<b>Inside.</b>			
Floors	8	Moulded	8	7	Keel to Bilge	2	Limber Strakes	2	2	2	2	2	2
1 <sup>st</sup> Foothooks	7	"	7	6	Bilge Planks	3	Bilge Planks	2	2	2	2	2	2
2 <sup>nd</sup> Ditto	6	"	6	5	Bilge to Wales	2	Ceiling in Flat	2	2	2	2	2	2
3 <sup>rd</sup> Ditto	5	"	5	4	Wales	3	Ditto Bilge to Clamp	2	2	2	2	2	2
Top Timbers	5	"	5	4	Topsides	2	Hold Beam Clamps	2	2	2	2	2	2
Deck Beams N <sup>o</sup> 9	8	"	8	6 1/2	Sheer Strakes	2	Deck Beam Ditto	2	2	2	2	2	2
Hold Beams N <sup>o</sup>	8	"	8	6 1/2	Plank Sheers	2	Ceiling 'twixt Decks	2	2	2	2	2	2
Keel	8 1/2	"	12		Water-Ways	3	Hold Beam Shelves	2	2	2	2	2	2
Kelsons	8	"	10		Upper Deck	2	Deck Beam Ditto	2	2	2	2	2	2

<b>Size of Bolts in Fastenings, distinguishing whether</b>				<b>Iron.</b>			
<b>Copper or Iron.</b>		<b>Copper or Iron.</b>		<b>Copper or Iron.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	1			Bolts thro' the Bilge and Limber Strakes	5	Hold Beam	
Scarpns of Keel	5			Butt End Bolts	5	Deck Beam	5/8 3/4
Floor Timber Bolts	1			Lower Pintle of the Rudder	2 1/2		
Kelson ditto							
Transoms and throats of Hooks	7/8						
Arms of Hooks	3/4						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. away The Space between the Top-timbers is 4 1/2 Inches. away 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 Ditto Timber.

The other Foothooks and Top Timbers of Ditto

The Shifts of the first and second Foothooks are not less than 3-6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficient

The Frame is square squared from the first Foothook Heads upwards, and square free from sap, and from thence downwards, the frame is square

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are close close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is partially chocked with square Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of American Elm

The Scarpns of the Kelsons are not less than 6 feet 6 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 Ditto

The Wales and Black-strakes are of Ditto The Topsides of English Oak

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

The Decks of Red Pine State of Good

The Shifts of the Planking are not less than 5 Feet 6 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 Shakes between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of Ditto Between Decks of Ditto

Shelf Pieces of Ditto Clamps of Ditto

**Fastenings.**—To Hold Beams

Deck Beams Red Pine & Locking Pine and Lanyard wood runs the length of the ship

Number of Breasthooks Three Pointers One Crutches One

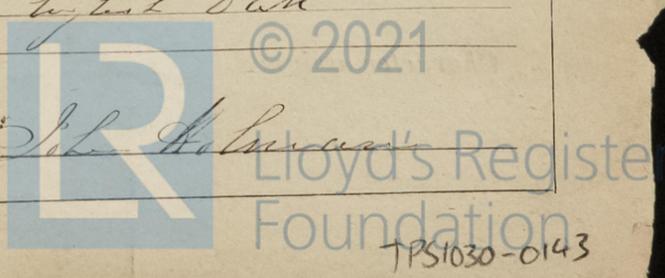
Butts End Bolts are of Iron in the Bottom, and One Bolt in each Butt End through and clenched.

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 J. P. Bowden Surveyor's Signature J. P. Bowden



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> .	
/	Fore Sails,	150	Chain .....	3/4	2	Bower, <u>4</u> <sup>wt</sup> <u>ea</u>
/	Fore Top Sails,	70	Hempen Stream Cable .....	5	1	Stream, 2-0
/	Fore <del>Topmast</del> Stay Sails,	70	Hawser .....	5	1	Kedge, 1-0
/	Main Sails,	70	Towlines .....	2 1/2		
	Main Top Sails,		Warp .....			
	and <u>all other necessary Sails,</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 Windlas is Good Capstan \_\_\_\_\_ and Rudder Good Pumps Good

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

*This is a fine little vessel, but I was not called upon to survey her officially until she was sold in the early part of the present year. She has been three years in Lard and was first intended for three purposes to carry lumber from a timber cannot so fully state particulars as she was nearly all planked outside and more than half planked inside before I surveyed her at all.*

*Please forward Certificate to Mr E Norway  
Wadebridge  
Cornwall*

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

I am of opinion this Vessel should be Classed G. A. I.

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

Special .....£ : : :

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

Committee's Minute 11 May 1852

Character assigned A 1  
*[Signature]*

