

Rec 2/5/85

No. 544 Survey held at Plymouth Date April 13 1855
 on the Schooner Matford Master George Sturman
 Tonnage Old 121 Built at Tops Lane When built 1819 Launched
 By whom built _____ Owners John Patten
 Port belonging to India Destined Voyage Newport
 If Surveyed while Building, Afloat, or in Dry Dock in Ben Lany Yard

Length aloft	Feet.		Extreme Breadth Outside	Feet.		Depth of Hold	Feet.	
	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.
80	0		18	10	10	6		

Scantlings of Timber.	Inches.	Inches.		Thickness of Plank.	
		Moulded	Inches. Ends	Outside.	Inside.
TIMBER AND SPACE	23				
Floors	10			Keel to Bilge	Limber Strakes
1 st Foothooks	9			Bilge Planks	Bilge Planks
2 nd Ditto	8			Bilge to Wales	Ceiling in Flat
3 rd Ditto	7			Wales	Ditto Bilge to Clamp
Top Timbers	7			Topsides	Hold Beam Clamps
Deck Beams N ^o 16	9			Sheer Strakes	Deck Beam Ditto
Deck Beams, length amidships	9			Plank Sheers	Ceiling 'twixt Decks
Hold Beams N ^o _____	9			Water-Ways { Upper Deck	Hold Beam Shelves
Hold Beams, length amidships	9			Lower Deck	Deck Beam Ditto
Keel	11			Upper Deck	
Scarphs of Ditto	11				
Keelsons	14				
Scarphs of Ditto	14				

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper			Iron			Copper			Iron	
	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.			
Heel-Knee, and Deadwood abaft	1 1/4		Transoms and throats of Hooks	1		Hold Beam Bolts in	Waterway	"			
Scarphs of Keel N ^o 2	1 1/4		Arms of Hooks	1 1/8		Knees	"	"			
Keelson Bolts through Keel at each Floor	1 1/4		Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4			Shelf or Clamp	"	"		
Bolts through Heels of Timbers against Deadwood	7/8		Butt End Bolts	5/8		Deck Beam Bolts in	Waterway	3/4			
			Pintles of the Rudder	2 3/4			Knees	7/8	7/8		
						Shelf or Clamp	7/8	7/8			
						Treenails		1 1/4			

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 1 1/2 Inches. The Space between the Top-Timbers is 3 Inches. The Stem, and Stern Post, consist of English Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of Ditto. Deadwood, of English Oak and are free from all defects. The Floors consist of Ditto. The First Foothooks of English Oak Timber. The Second Foothooks of Ditto. The Third Foothooks and Top Timbers of Ditto. The Shifts of the First and Second Foothooks are not less than 3-3 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 well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well.

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

The Butts of the Timbers are all close together; their thickness not less than 4/3 of the entire moulding at that place. The Frame is well chocked with square Butt at each end of the chock. The Main Keel is English Oak and free from all defects. The False Keelson is Ditto English Oak. The Deck Beams consist of Ditto. The Hold Beams of _____. The Knees of Ditto.

Planking Outside.—From the Keel to the Height defined in Note to Table 2, or to the First Foothook Heads } the Plank is English Oak. From the above named Height to the Light Water Mark Battic Fir & Battic Oak. From the Light Water Mark to the Wales Ditto. The Wales and Black-strakes are English Oak. The Topsides English Oak. The Sheer-strakes and Plank-sheers Ditto. The Water-ways { Upper Deck Red Pine Lower Deck _____. The Decks Red Pine & Battic Fir. 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 3 between

Planking Inside.—The Limber-strakes are English Oak. The Bilge Planks English Oak. The Ceiling, Lower Hold, Battic Fir. Between Decks Battic Fir. Shelf Pieces _____. Clamps English Oak.

Fastenings.—To Hold Beams _____. Deck Beams Lodging & Locking Pieces.

Number of Breasthooks 4 Pointers 1 Pair 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 How Made Shotted. Thickstuff over Double Floors _____ bolted through and clenched. 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 Holman

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 . Weight.
2	Fore Sails,	Chain	170 1	Bower,	2 2-2 2-0
1	Fore Top Sails,	Hempen Stream Cable	70 7		
1	Fore Topmast Stay Sails,	Hawser	70 5	Stream,	1 4-1
1	Main Sails,	Towlines	70 4 1/2		
1	Main Top Sails,	Warp	70 3	Kedge,	2 2-2 2-1
and all other necessary		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 Patent ^{Good} Capstan Rudder Good Pumps Sea Good

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

The entire Planking inside and out together with her Decks, Side Beams & knees Stern & Breast hooks taken out, Coped cut in two at both ends and lengthened 14 feet & risent 4th

The following D^d materials only left in Rebuilding
 14 Floors, 20 of 1st futtocks, 22 of 2nd futtocks, Stern Post, One Transom, 21 Planks, 30 feet keel with the spar and excepture every thing is used from keel to Truck

Survey for Restoration authorized
July 16th 1857

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

I am of opinion this Vessel should be Classed 8 Years to 1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, John Holman

Special£ 2 : 0 : 0

Certificate (if required)£ : 2 : 0

Committee's Minute 4th May 1855

Character assigned Rest for 8 Years

