

No. 544 Survey held at P. mouth Date April 13th 1855
 on the Schooner Matford Master George Storrman
 Tonnage Old 121 New 115 Built at Tops Lane When built 1819 Launched
 By whom built _____ Owners John Hatters
 Port belonging to India Destined Voyage Newport
 If Surveyed while Building, Afloat, or in Dry Dock in Ben Lany Yard

Length aloft	Feet. 80	Inches. 0	Extreme Breadth Outside	Feet. 18	Inches. 10	Depth of Hold	Feet. 10	Inches. 6	
Scantlings of Timber.			Thickness of Plank.						
TIMBER AND SPACE	23			Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors	sided 10		Moulded	11	9	Keel to Bilge	2 1/2	Limber Strakes	3
1 st Foothooks	" 9		"	9	8	Bilge Planks	4	Bilge Planks	4
2 nd Ditto	" 8		"	8	7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto	" 7		"	7	5	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	" 7		"	7	5	Topsides	3	Hold Beam Clamps	"
Deck Beams N ^o 16 Average Space } 4 1/2	" 9		"	9	7 1/4	Sheer Strakes	3	Deck Beam Ditto	3
Deck Beams, length amidships } 4 1/2	"		"	"	"	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Hold Beams N ^o Average Space } 7	"		"	"	"	Water-Ways { Upper Deck	7	Hold Beam Shelves	"
Hold Beams, length amidships	"		"	"	"	Lower Deck	"	Deck Beam Ditto	"
Keel	" 11		"	14		Upper Deck	2 1/2		
Scarphs of Ditto	6 feet		"	14					
Keelsons	8 feet	14	"	24	14				
Scarphs of Ditto	8 feet		"						

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

Heel-Knee, and Deadwood abaft	Copper Inches. 1 1/4	Iron Inches. 1 1/4	Transoms and throats of Hooks ..	Copper Inches. 1	Iron Inches. 1	Hold Beam Bolts in { Waterway ..	Copper Inches. "	Iron Inches. "
Scarphs of Keel.....N ^o . 2	" 1 1/4	" 1 1/4	Arms of Hooks	" 5/16	" 7/8	{ Knees	"	"
Keelson Bolts through Keel at each Floor	" 1 1/4	" 1 1/4	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	" 3/4	" 3/4	Shelf or Clamp	"	"
Bolts through Heels of Timbers against Deadwood	" 7/8	" 7/8	Butt End Bolts	" 5/8	" 5/8	Deck Beam Bolts in { Waterway ..	" 1/4	" 1/4
			Pintles of the Rudder	" 2 3/4	" 2 3/4	{ Knees	" 7/8	" 7/8
						Shelf or Clamp	" 7/8	" 7/8
						Treenails	" 1 1/4	" 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 squares Butt at each end of the chock. The Main Keel is English Oak
 The Main Keelson 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, the Plank is English Oak
 or to the First Foothook Heads }
 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
 The Decks Red Pine & Battic Fir Lower Deck —
 The Shifts of the Planking are not less than 5 Feet — Inches. State of Good
 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
 SEYFANG AND CO., PRINTERS, FARRINGTON STREET, LONDON James Wood TP51030-0153

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	8-2-8-0
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	2-2-8-1
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 stem & Breasthook taken out, Bepel cut in two at both ends and lengthened 14 feet & risen 4th
The following Old 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 aforementioned exception every thing is new 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

may 21 Special£ 2 : 0 : 0

Certificate (if required)£ : 2 : 0

Committee's Minute 4th May 1855

Character assigned Rest 1 for 8 Years
L.P.



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