

No. Survey held at 4 month Date July 15 1861 Rec 25/2/61 629
on the Netch Topsy Master Mrs Holman
Tonnage Old 70 New 36 Built at 4 month When built 1861 Launched July 15
By whom built John Walters Owners John Walters
Port belonging to Exeter Destined Voyage Portsmouth
If Surveyed while Building, Afloat, or in Dry Dock in Building

Length aloft	Feet. 50	Inches. 0	Extreme Breadth Outside	Feet. 16	Inches. 8	Depth of Hold	Feet. 5	Inches. 7
Scantlings of Timber.								
TIMBER AND SPACE	Inches. 18	Inches. Middle	Inches. Ends	Thickness of Plank.				
Floors	sided	Moulded	7 0	Outside.		Inches.	Inside.	
1st Foothooks	"	"	5 4	Keel to Bilge	2 1/2		Limber Strakes	2 1/2
2nd Ditto	"	"	5 4	Bilge Planks	3 1/2		Bilge Planks	2 1/2
3rd Ditto	"	"	4 4	Bilge to Wales	2		Ceiling in Flat	2
Top Timbers	"	"	4 4	Wales	2 1/2		Ditto Bilge to Clamp	2
Deck Beams No. 7	Average Space 4-3	"	8 0	Topsides	2 1/2		Hold Beam Clamps	—
Deck Beams, length amidships	15-6	"	"	Sheer Strakes	2 1/2		Deck Beam Ditto	2 1/2
Hold Beams No. —	Average Space —	"	"	Plank Sheers	2		Ceiling 'twixt Decks	—
Hold Beams, length amidships	"	"	"	Water-Ways { Upper Deck	flush		Hold Beam Shelves	—
Keel	"	"	10	Lower Deck	2 1/4		Deck Beam Ditto	4 1/2 by 9
Scarp of Ditto	5-6	"	9 8	Upper Deck	2 1/4			
Keelsons	"	"	"					
Scarp of Ditto	0-0	"	"					

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 Inches. The Space between the Top-Timbers is 4 Inches.

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of do Deadwood, of English Oak and are free from all defects.

The Floors consist of 1/4 in. thickness of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of do

The Shifts of the First and Second Foothooks are not less than 3 ft N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Supercumb

The Frame is totally 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 1/3 of the entire moulding at that place.

The Frame is well choiced with square Butt at each end of the choick. The Main Keel is English Oak

The Main Keelson is English Oak and free from all defects. The False Keelson is do

The Deck Beams consist of do The Hold Beams of do The Knees of English Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is English Oak

From the above named Height to the Light Water Mark do

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are English Oak The Topsides do

The Sheer-strakes and Plank-sheers do The Water-ways { Upper Deck do

The Decks Red 4 Pl. Pine State of good Lower Deck do

The Shifts of the Planking are not less than 5 Feet 1 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 2 & 3 between

Planking Inside.—The Limber-strakes are English Oak The Bilge Planks English Oak

The Ceiling, Lower Hold, do Between Decks do

Shelf Pieces do Clamps do

Fastenings.—To Hold Beams

Deck Beams Lodging & Locking Pins & 3 Pins Iron Rods

Number of Breasthooks 2 Pointers — 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 Marble

Thickstuff over Double Floors — bolted through and clenched. General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature John Walters 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.
1	Fore Sails,		Chain	120	11/16	2	4-0-0
1	Fore Top Sails,		Hempen Stream Cable	60	4 1/2		4-1-0
2	Fore Topmast Stay Sails,		Hawser	70	3 1/2	1	2-0
1	Main Sails,		Towlines				
1	Main Top Sails,		Warp	70	3	1	1-0
and	<u>Myers</u>		All of <u>good</u> quality.				

Her Standing and Running Rigging is good sufficient in size and _____ in quality.

She has One Long Boat and _____

The present state of the Windlass is good Capstan _____ Rudder good Pumps Iron good

General Remarks—Statement and Date of Repairs.

This vessel is very strongly Built and would have been entitled to 8 years Class had all her floors been back, I submit for the consideration of Committee her Class, which is consistent with their views I recommend 6 years to 1

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

I am of opinion this Vessel should be Classed as above

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

for 4 years & Special£ 2 : 0 : 0

Certificate (if required)£ : 2 : 0

Committee's Minute 26th February 1854

Character assigned Δ for 5 years WMA

