

No. 107 Survey held at Westford Date October 26th 1846
 on the Schooner Gene Master Capt. Hayes
 Tonnage 98 tons Built at St Johns N.B. When built August 1846
 By whom built _____ Owners R. M. & R. Allen
 Port belonging to Westford Destined Voyage Newport
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. <u>72</u> Inches.	Extreme Breadth	Feet. <u>18</u> Inches.	Depth of Hold	Feet. <u>9</u> Inches. <u>8 inches</u>
Scantlings of Timber.					
Timber and Space.....	each <u>2 1/2</u>	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors.....	sided <u>1 1/2</u>	Moulded <u>11</u>	<u>10</u>	Outside.	Inside.
1 st Foothooks.....	" <u>12</u>	" <u>9</u>	<u>9</u>	Keel to Bilge	Foot Waling
2 nd Ditto.....	" <u>—</u>	" <u>—</u>	<u>—</u>	Bilge Planks	Bilge Planks
3 rd Ditto.....	" <u>—</u>	" <u>—</u>	<u>—</u>	Bilge to Wales	Ceiling in Flat
Top Timbers	" <u>11</u>	" <u>6</u>	<u>5 1/2</u>	Wales	Ditto Bilge to Clamp
Deck Beams N ^o <u>12</u>	Average Space } <u>3 feet</u>	" <u>12</u>	" <u>10 1/2</u>	Topsides	Hold Beam Clamps
Hold Beams N ^o <u>2</u>	Average Space } <u>—</u>	" <u>12</u>	" <u>11</u>	Sheer Strakes	Deck Beam Ditto.....
Keel	" <u>10</u>	" <u>—</u>	<u>—</u>	Plank Sheers.....	Ceiling 'twixt Decks
Kelsons	" <u>10</u>	" <u>11</u>	<u>11</u>	Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto.....

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
Heel-Knee, and Dead Wood abaft	<u>1</u>	all Copper or Iron.			
Scarp of Keel	N ^o . <u>1</u>	Bolts thro' the Bilge and Foot Waling	<u>3/4</u>	Hold Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>1/2</u>	Deck Beam	<u>3/4</u>
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Transoms and throats of Hooks	<u>3/4</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of Hardwood the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hardwood and are quite free from all defects.

The Floors and first Foothooks are composed of Black birch Timber.

The other Foothooks and Top Timbers of Birch & Spruce

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 can not be seen

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 _____ choiced with _____ Butt at each end of the choick.

The Main Kelson is composed of Spruce and the False Kelson of Black birch

The Scarphs of the Kelsons are not less than _____ feet _____ inches. In one length

The Deck and Hold Beams are composed of Spruce

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Black birch

From the first Foothook Heads to the Light Water Mark of Spruce

From the Light Water Mark to the Wales of Spruce

The Wales and Black-strakes are of Spruce

The Topsides of Spruce

The Sheer-strakes and Plank-sheers of Spruce

The Water-ways of Spruce

The Decks of Spruce

State of all new & well fastened

The Shifts of the Planking are not less than 6 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 Black birch the Bilge Planks of Black birch

The Ceiling, Lower Hold, of Black birch

Between Decks of Spruce

Shelf Pieces of Spruce

Clamps of Spruce

Fastenings.—To Hold Beams Four good Spruce Nails to each beam

well bolted & each Nail bolted in each other

Deck Beams Four good Spruce Nails to each beam well bolted

& secured in every part & bolted in each other all through the ship

Number of Breasthooks Three

Pointers Two

Crutches _____

Butts End Bolts are of Half inch in the Bottom, and two Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 inch well bolted through and clenched.

General Quality of Workmanship Is very good for a vessel of the class

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

Builder's Signature _____

Surveyor's Signature M. Deane

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 .	
2	Fore Sails,	130	Chain	7/8	2	Bower, <i>All of proper</i>
1	Fore Top Sails,	80	Hempen Stream Cable	6	1	Stream, <i>weight</i>
3 gibs	Fore Topmast Stay Sails,	75	Hawser	4	1	Kedge,
1	Main Sails,	—	Towlines	—		
	Main Top Sails,	75	Warp	3		
	and <i>Is well found in other Sails</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging complete sufficient in size and very good in quality.

She has one Boat Long Boat and None

The present state of the Windlass is good Capstan — and Rudder good, has a double bored main

General Remarks—Statement and Date of Repairs.

This vessel has been caulked from keel upwards & is remarkable well fastened in every part—decks & deck frame, Breast Hooks, Transoms & every part of the ship are very good, having been built solely for the present owners, she having an old ship master out superintending them while building, & well found in stores, & is fit to take in a cargo of dry & perishable goods to any part of the world

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed A from the present year & years

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

M. Deane Surveyor

Special£ : :

Certificate (if required)£ : :

Committee's Minute

30th Oct 1846

Character assigned

A

per M. Deane
ALB



© 2021

Lloyd's Register
Foundation