

No. 108 Survey held at Westford Date October 26th 1846  
 on the Schooner Sarah Jane Master Capt. Devereux  
 Tonnage 59 tons Built at St. Martins N.B. When built In the year 1836  
 By whom built \_\_\_\_\_ Owners Richard Devereux Esq  
 Port belonging to Westford Destined Voyage Glasgow  
 If Surveyed Afloat or in Dry Dock On Patent Slip Classed "4 B" Ships omitted

Length aloft ..... 58 Feet. 0 Inches. Extreme Breadth ..... 16 Feet. 0 Inches. Depth of Hold ..... 8 Feet. 0 Inches.

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches Middle	Inches Ends	Outside.	Inches.	Inside.	Inches.
Timber and Space..... each	<u>26</u>			Keel to Bilge .....	<u>2 1/4</u>	Foot Waling .....	<u>3</u>
Floors..... sided	<u>12</u>	Moulded	<u>10 10</u>	Bilge Planks .....	<u>3</u>	Bilge Planks .....	<u>4</u>
1 <sup>st</sup> Foothooks .....	<u>11</u>	"	<u>10 10</u>	Bilge to Wales .....	<u>2 1/4</u>	Ceiling in Flat .....	<u>2 1/4</u>
2 <sup>nd</sup> Ditto .....	<u>10</u>	"	<u>8 6</u>	Wales .....	<u>3 1/2</u>	Ditto Bilge to Clamp .....	<u>2 1/4</u>
3 <sup>rd</sup> Ditto .....	<u>5</u>	"	<u>9 9</u>	Topsides .....	<u>3</u>	Hold Beam Clamps .....	<u>3 1/2</u>
Top Timbers .....	<u>11</u>	"	<u>10 10</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto .....	<u>2 1/2</u>
Deck Beams N <sup>o</sup> <u>9</u> Average Space } <u>2 1/2 feet</u>		"		Plank Sheers .....	<u>3</u>	Ceiling 'twixt Decks .....	<u>2 1/2</u>
Hold Beams N <sup>o</sup> _____ Average Space }		"		Water-Ways .....	<u>6</u>	Hold Beam Shelves .....	<u>4</u>
Keel .....	<u>10</u>	"	<u>11 11</u>	Upper Deck .....	<u>2 1/2</u>		
Kelsons .....	<u>12</u>	"	<u>14 14</u>				

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

*all the fastenings with new bolts*

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Stem Oak & Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are all free from all defects. The Floors and first Foothooks are composed of Black birch quite sound Timber. The other Foothooks and Top Timbers of Spruce. The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 feet. The Frame is well squared from the first Foothook Heads upwards, and sound free from sap, and from thence downwards, the frame is well checked. The alternate Frames are — bolted together. every third frame bolted together N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than — of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of oak and the False Kelson of English oak. The Scarphs of the Kelsons are not less than — feet — inches. the one length. The Deck and Hold Beams are composed of Spruce quite sound.

**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 yellow pine. The Wales and Black-strakes are of Red pine. The Topsides of Red pine. The Sheer-strakes and Plank-sheers of Red pine. The Water-ways of yellow pine. The Decks of Spruce State of very good state. 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 — between

**Planking Inside.**—The Limber-strakes are composed of M. Elm the Bilge Planks of M. Elm. The Ceiling, Lower Hold, of M. Elm Between Decks of Spruce & yellow pine. Shelf Pieces of — Clamps of —

**Fastenings.**—To Hold Beams —. Deck Beams Iron Nails of Spruce to each beam all newly bolted all through the Ships. Number of Breasthooks 3 of Spruce Pointers 3 Spruce Crutches —. Butts End Bolts are of 1/2 inch in the Bottom, and two Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 Red bolted through and clenched. in every timber. General Quality of Workmanship as good as the general quality of these Ships.

We certify that the preceding is a correct description of the above-named Vessel,  
 Owner's Signature \_\_\_\_\_ Surveyor's Signature M. Devereux

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> .	
2	Fore Sails,	135	Chain .....	3/8	2	Bower, <i>All of proper</i>
1	Fore Top Sails,	65	Hempen Stream Cable .....	6	1	Stream, <i>weight</i>
3 files	Fore Topmast Stay Sails,	70	Hawser .....	2 1/2	1	Kedge,
1	Main Sails,		Towlines .....			
	Main Top Sails,	75	Warp .....	2		
	and <i>As well found in other Sails</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging in perfect order sufficient in size and heavy good in quality.

She has one new Long Boat and Cannil Built.

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder New

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

This vessel has been opened for inspection in every part, & has all the repairs that was required such as, new Kelson of m oak, all new ceiling in the flat of m Elm, all new bulge pieces in side & out of the all well bolted, together & clenched in side, greater part ceiling in the tween decks, of yellow pine, several ships of planks in decks, new waterways, covering boards, & cheak strakes, blackstrakes & whales & from whales to light water masts of Red pine, mastsomes & Breast Hook all newly fastened in every part, New Stern post of m oak, Balspit, every thing quite staunch & strong in every part, & is fit to take a cargo any goods to any part of Europe, always in the Coasting trade,

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

I am of opinion this Vessel should be Classed A<sup>1</sup> for 3 or 4 years

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 30th Oct 1844

Character assigned A<sup>1</sup> S.S. 4 yrs

