

No. 113 Survey held at Westford Date January 24th 1847
 on the Spy. Schooner Master Captain Lambel
 Tonnage 78 tons Built at St. Mary's N.C. When built in the year 1845
 By whom built Owners R. Mc & R. Allin
 Port belonging to Westford Destined Voyage Newport
 If Surveyed Afloat or in Dry Dock Survey Afloat

Rev 12/2/47/13

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
Scantlings of Timber.					
Timber and Space	each	9 19/4	Inches. Middle	10 10	Thickness of Plank.
Floors	sided	9	Moulded	9 1/2	Outside. Inches.
1 st Foothooks	"	9	"	9 1/2	Keel to Bilge
2 nd Ditto	"	9	"	9 1/2	Bilge Planks
3 rd Ditto	"	9	"	9 1/2	Bilge to Wales
Top Timbers	"	8	"	9 1/2	Wales
Deck Beams N° 9 Average Space	4 feet	9 1/2	"	9 1/2	Topsides
Hold Beams N° 2 Average Space	"	9 1/2	"	9 1/2	Sheer Strakes
Keel	"	9	"	9 1/2	Plank Sheers
Kelsons	"	12	"	9 1/2	Water-Ways
Copper or Iron.					
Heel-Knee, and Dead Wood abaft	"	—	Size of Bolts in Fastenings, distinguishing whether	Iron.	Inches.
Scarps of Keel	N°.	—	Iron	Hold Beam	3
Floor Timber Bolts	"	—	Copper or Iron.	Deck Beam	4
Kelson ditto	"	—	Bolts thro' the Bilge and Foot Waling	—	2 1/2
Transoms and throats of Hooks	"	—	Butt End Bolts	—	2 1/2
Arms of Hooks	3/4	—	Lower Pintle of the Rudder	2	4

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Nacknolack 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 Spruce & Nacknolack. 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 —

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 — chocked with — Butt at each end of the chock.

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

The Scarps of the Kelsons are not less than — feet — inches.

The Deck and Hold Beams are composed of Spruce.

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

From the first Foothook Heads to the Light Water Mark of Black birch

From the Light Water Mark to the Wales of Spruce

The Wales and Black-strakes are of Black birch

The Topsides of Spruce

The Sheer-strakes and Plank-sheers of Spruce

The Water-ways of Spruce

The Decks of Spruce

State of very good

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 Spruce Between Decks of Spruce

Shelf Pieces of Spruce Clamps of Spruce

Fastenings.—To Hold Beams 4 Spruce knees well bolted in each other & well bolted

Deck Beams 4 knees to each beam well bolted & fastened in every part

Number of Breasthooks 3 Spruce Pointers two Spruce Crutches —

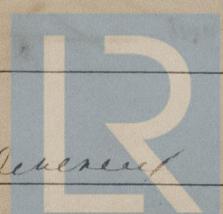
Butts End Bolts are of 3/4 inch in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 all well 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 _____ Surveyor's Signature _____ M. Deane



Her Masts, Yards, &c. are in Good condition, and sufficient in size and length.

She has SAILS.

N°.	
2	Fore Sails,
1	Fore Top Sails,
1	Fore Topmast Stay Sails,
1	Main Sails,
1	Main Top Sails, and has some spare Sails

CABLES, &c.

Fathoms.	
120	Chain
75	Hemp Stream Cable
60	Hawser
—	Towlines
70	Warp

ANCHORS, and their weights.

2	Bower,	all of proper weight
1	Stream,	and new
1	Kedge,	

Her Standing and Running Rigging all new & properly sufficient in size and good in quality.

She has one Long Boat and _____

The present state of the Windlass is good Capstan _____ and Rudder good

General Remarks—Statement and Date of Repairs.

This vessel has been built under the inspection
of a ships Master from this port, sent out by the
present owner, — is remarkably well fastened
in her decks & deck frame, breast work, & transom
& has been all tenoned & caulked from the water's
edge upwards, boundas & all her spars & every
part all through the ship. I concur her fit to take
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 1 1/4 years from 1848

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

Feb 1 M Deaconey Surveyor

Special£ : :

Certificate (if required)£ : :

Committee's Minute

16th Feb 1847

Character assigned

for 4 years

