

No. 116 Survey held at Weyford Date May 17/54 1847  
 on the Schooner Swift Master John Carr  
 Tonnage 62 tons Built at Thames Edwards St When built In the year of 1846 — Architect 20<sup>th</sup>  
 By whom built \_\_\_\_\_ Owners John Carr & Brothers  
 Port belonging to Weyford Destined Voyage Newport  
 If Surveyed Afloat or in Dry Dock On Patent Slips

|  |                                   |               |                                       |       |               |                |        |                      |       |
|--|-----------------------------------|---------------|---------------------------------------|-------|---------------|----------------|--------|----------------------|-------|
| Length aloft   | 61                                | Feet. Inches. | Extreme Breadth                       | 16    | Feet. Inches. | Depth of Hold  | 9      | Feet. Inches.        |       |
| <b>Scantlings of Timber.</b>                               |                                   |               | <b>Thickness of Plank.</b>            |       |               |                |        |                      |       |
| Timber and Space   | each                              | 9             | Inches                                | 9     | Inches        | 9              | Inches | 9                    |       |
| Floors   | sided                             | 12            | Moulded                               | 9     | 9             | Keel to Bilge  | 2 1/2  | Foot Waling          | 3     |
| 1 <sup>st</sup> Foothooks                                  | "                                 | 10            | "                                     | 9     | 9             | Bilge Planks   | 4      | Bilge Planks         | 3 1/2 |
| 2 <sup>nd</sup> Ditto                                      | "                                 | 10            | "                                     | 9     | 9             | Bilge to Wales | 2 1/2  | Ceiling in Flat      | 2 1/2 |
| 3 <sup>rd</sup> Ditto                                      | "                                 |               | "                                     | 9     | 8             | Wales          | 4      | Ditto Bilge to Clamp | 2 1/2 |
| Top Timbers  | "                                 | 6             | "                                     | 6     | 5             | Topsides       | 3      | Hold Beam Clamps     | 4     |
| Deck Beams N <sup>o</sup> 11                               | Average Space } <u>3 1/2 feet</u> | 8             | "                                     | 8     | 7             | Sheer Strakes  | 4      | Deck Beam Ditto      | 5 1/2 |
| Hold Beams N <sup>o</sup> 2                                | Average Space }                   | 8             | "                                     | 8     | 7             | Plank Sheers   | 4      | Ceiling 'twixt Decks | 2 1/2 |
| Keel   | "                                 | 8 1/2         | "                                     | 8 1/2 | 8 1/2         | Water-Ways     | 5      | Hold Beam Shelves    |       |
| Kelsons  | "                                 | 2 1/2         | "                                     | 10    | 10            | Upper Deck     | 2 1/2  | Deck Beam Ditto      |       |
| <b>Size of Bolts in Fastenings, distinguishing whether</b> |                                   |               | <b>Iron.</b>                          |       |               |                |        |                      |       |
| Heel-Knee, and Dead Wood abaft                             | 1                                 | 3/4           | Copper or Iron.                       | 3/4   | Hold Beam     | 3/4            |        |                      |       |
| Scarphs of Keel  | N <sup>o</sup> 2                  | 3/4           | Bolts thro' the Bilge and Foot Waling | 3/4   | Deck Beam     | 3/4            |        |                      |       |
| Floor Timber Bolts   | 1                                 | 1/2           | Butt End Bolts                        | 1/2   |               |                |        |                      |       |
| Kelson ditto   | 1                                 | 2             | Lower Pintle of the Rudder            | 2     |               |                |        |                      |       |
| Transoms and throats of Hooks                              | 3/4                               |               |                                       |       |               |                |        |                      |       |
| Arms of Hooks  | 1/2                               |               |                                       |       |               |                |        |                      |       |

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is three Inches. The Stem, Stern Post, are composed of Black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Birch & spruce 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. 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 Mexican Elm. The Scarphs of the Kelsons are not less than 6 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 Black birch. From the first Foothook Heads to the Light Water Mark of Black birch. From the Light Water Mark to the Wales of Black birch. The Wales and Black-strakes are of Black birch The Topsides of Black birch. The Sheer-strakes and Plank-sheers of Black birch The Water-ways of spruce. The Decks of spruce State of Imperial State. 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 Birch. The Ceiling, Lower Hold, of flat Black birch Between Decks of spruce. Shelf Pieces of \_\_\_\_\_ Clamps of spruce. **Fastenings.**—To Hold Beams 4 spruce pieces to each beam bolted in each other with bolts & fastened in every part. Deck Beams 4 pieces to each beam bolted in every part all the pieces with in each other all through. Number of Breasthooks three Pointers two Crutches \_\_\_\_\_. Butts End Bolts are of 1/2 inch in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 all 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 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 <sup>o</sup> .              |                          | Fathoms. |                             | Inches. | N <sup>o</sup> .            |                                    |
| 2                             | Fore Sails,              | 135      | Chain .....                 | 7/8     | 2                           | Bower, <i>all of proper weight</i> |
| 1                             | Fore Top Sails,          | 30       | Hempen Stream Cable .....   | 5       | 1                           | Stream, <i>— — —</i>               |
| 1                             | Fore Topmast Stay Sails, | 60       | Hawser .....                | 4       | 1                           | Kedge, <i>— — —</i>                |
| 1                             | Main Sails,              | —        | Towlines .....              |         |                             |                                    |
| 1                             | Main Top Sails,          | 60       | Warp .....                  | 3/4     |                             | <i>all new</i>                     |
| and <i>well found in this</i> |                          |          | All of <i>good</i> quality. |         |                             |                                    |

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

She has one Long Boat and carvel built nearly new

The present state of the Windlass is good Capstan — and Rudder perfect

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

*This vessel is remarkably well fastened in every part, has been re-fastened all over, here on patent clips, all newly made, extra bolts where ever required. New sides on Helson, in one length well bolted with a bolt in every other floor, caulks all over, spars all fitted a new, all new sails, everything in perfect order fit to take a cargo of any perishable goods to any part of the world.*

*has never yet made a voyage,*

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

I am of opinion this Vessel should be Classed A 1 4 years including the present year,

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 18 May 1847

Character assigned A 1 for 4 years

