

No. 151 Survey held at Wesford Date August 23 1849  
 on the Schooner Hope Master Rowe  
 Tonnage 74 tons Built at St. Martin N.B. - When built In the year of 1835  
 By whom built \_\_\_\_\_ Owners John Thomas (Deceased)  
 Port belonging to Wesford Destined Voyage Y. Coast  
 If Surveyed Afloat or in Dry Dock On Patent Ship Classed A.S. 46-4 3rd Ships

Length aloft	<u>61</u>	Extreme Breadth	<u>16</u>	Depth of Hold	<u>9</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Room and Space	<u>16</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3</u>
Floors	<u>11</u> sided	Bilge Planks	<u>6</u>	Bilge Planks	<u>4</u>
1st Foothooks	<u>10</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
2nd Ditto	<u>9</u>	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
3rd Ditto	<u>8</u>	Topsides	<u>2</u>	Hold Beam Clamps	<u>2 1/4</u>
Top Timbers	<u>11</u>	Sheer Strakes	<u>5</u>	Deck Beam Ditto	<u>2 1/4</u>
Deck Beams N° <u>10</u>	<u>10</u> Average Space <u>3 1/2 feet</u>	Plank Sheers	<u>3</u>	Ceiling 'twixt Decks	<u>2 1/4</u>
Hold Beams N° <u>4</u>	<u>4</u> Average Space _____	Water-Ways	<u>6 1/2</u>	Hold Beam Shelves	<u>2 1/4</u>
Keel	<u>11</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	<u>3</u>
Kelsons	<u>12</u>				

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

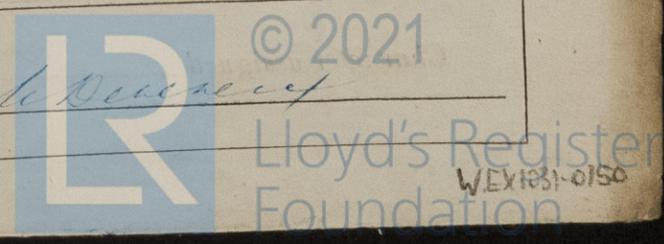
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of American oak & Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are quite free from all defects. The Floors and first Foothooks are composed of black birch & spruce Timber. The other Foothooks and Top Timbers of spruce & Red pine. The Shifts of the first and second Foothooks are not less than three feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2 feet. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is quite sound. The alternate Frames are not bolted together. partially all through the ship N. B. If not, state how bolted. The Butts of the Timbers are nearly close together; their thickness not less than half 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 Red pine and the False Kelson of American oak. 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 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 & Red pine. The Topsides of spruce & Red pine. The Sheer-strakes and Plank-sheers of spruce. The Water-ways of Red pine. The Decks of spruce. State of Perfectly good. The Shifts of the Planking are not less than 4 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 \_\_\_\_\_ the Bilge Planks of M-Oak.

**Planking Inside.**—The Limber-strakes are composed of Elm. The Ceiling, Lower Hold, of Elm. Between Decks of Red pine. Shelf Pieces of spruce. Clamps of \_\_\_\_\_.

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams Four good spruce pieces to each beam well bolted, with six iron hanging pieces at each side from the beam to flooring head, Number of Breasthooks 4 well bolted Pointers 2-M oak Crutches \_\_\_\_\_ Butts End Bolts are of 3/4 Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 Iron bolted through and clenched. Treenails of blackback & Red pine. General Quality of Workmanship \_\_\_\_\_.

We certify that the preceding is a correct description of the above-named Vessel,  
 Builder's Signature \_\_\_\_\_ Surveyor's Signature A. 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,	130	Chain .....	4/8	2
1	Fore Top Sails,	75	Hempen Stream Cable .....	5	1
-	Fore Topmast Stay Sails,	-	Hawser .....	-	1
1	Main Sails,	80	Towlines .....	4	
1	Main Top Sails,	-	Warp .....	-	
and <u>Somespace Sails</u>			All of <u>Good</u> quality.		

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

She has one good boat Long Boat and and well furnished in stores

The present state of the Windlass is new Capstan new and Rudder new Pumps very good

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

" 71/2. 46 "

This vessel has been placed on patent slips, and has been opened & examined by me in every part, all her frame perfectly sound, deck & deck frame quite sound & good condition, transoms aprons & night heads, stem & stern post in good condition, having had repairs as follows a new stern frame & stern, all her bolts & studs, examined and replaced with new where ever required, new stern post of American oak. - caulked all over from keel to Comings, This vessel received very extensive repairs about three years since, and was specially surveyed by, Augustus P. B. George principal Surveyor, - about three years ago, I consider her fit to take a cargo of dry & perishable goods to any part of Europe,

If sheathed, doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_  
 I am of opinion this Vessel should be Classed A 1 years Subject to annual inspection  
 The Amount of the Fee.....£ 0 : 0 : 0 is received by me, Surveyor  
Should be 10/- deficiency  
 Special .....£ : :  
 Certificate (if required) .....£ : : a certificate required

Committee's Minute 31<sup>st</sup> Aug 1849  
 Character assigned A 1 used up

