

No. 355 Survey held at Newport Date November 2 1861 355  
 on the Schooner "Wave" Master John Murphy  
 Tonnage Old \_\_\_\_\_ Built at St. Johns, N. B. When built 1861 Launched \_\_\_\_\_  
 New 89  
 By whom built \_\_\_\_\_ Owners W. Barrington  
 Port belonging to Newport Destined Voyage Newport  
 If Surveyed while Building, Afloat, or in Dry Dock \_\_\_\_\_  
518 St. John

Length aloft \_\_\_\_\_ Feet. Inches. Extreme Breadth \_\_\_\_\_ Feet. Inches. Depth of Hold \_\_\_\_\_ Feet. Inches.

Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches.	Inches. Middle Ends	Outside.	Inches.	Inside.
Floors.....sided		Moulded	Keel to Bilge .....		Limber Strakes .....
1 <sup>st</sup> Foothooks....."		"	Bilge Planks.....		Bilge Planks.....
2 <sup>nd</sup> Ditto....."		"	Bilge to Wales.....		Ceiling in Flat.....
3 <sup>rd</sup> Ditto....."		"	Wales.....		Ditto Bilge to Clamp.....
Top Timbers....."		"	Short Hoods.....		Hold Beam Clamps.....
Deck Beams N <sup>o</sup> _____ Average Space } .....		"	Topsides.....		Deck Beam Ditto.....
Hold Beams N <sup>o</sup> _____ Average Space } .....		"	Sheer Strakes.....		Ceiling 'twixt Decks.....
Keel....."		"	Plank Sheers.....		Hold Beam Shelves.....
Keelsons....."		"	Water-Ways.....		Deck Beam Ditto.....
Scarphs of Ditto....."		"	Upper Deck.....		

**Size of Bolts in Fastenings, distinguishing whether Copper or Iron.**

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft			Transoms and throats of Hooks ..			Lower Pintle of the Rudder ....		
Scarphs of Keel.....N <sup>o</sup> .			Arms of Hooks .....			Hold Beam .....		
Floor Timber Bolts .....			Bolts thro' Bilge & Limber Strakes			Deck Beam .....		
Kelson ditto .....			Butt End Bolts .....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, consist of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects. The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_ Timber. The Second Foothooks of \_\_\_\_\_ The Third Foothooks of \_\_\_\_\_ The Top Timbers of \_\_\_\_\_ 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 to the Gunwale. 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 Keelson is \_\_\_\_\_ and free from all defects. The False Keelson is \_\_\_\_\_ The Deck Beams consist of \_\_\_\_\_ The Hold Beams of \_\_\_\_\_ The Knees of \_\_\_\_\_

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is \_\_\_\_\_ From the above named Height to the Light Water Mark \_\_\_\_\_ From the Light Water Mark to the Wales \_\_\_\_\_ The Wales and Black-strakes are \_\_\_\_\_ The Topsides \_\_\_\_\_ The Sheer-strakes \_\_\_\_\_ and Plank-sheers \_\_\_\_\_ The Water-ways \_\_\_\_\_ The Decks \_\_\_\_\_ State of \_\_\_\_\_ The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ the Bilge Planks \_\_\_\_\_ The Ceiling, Lower Hold, \_\_\_\_\_ Between Decks \_\_\_\_\_ Shelf Pieces \_\_\_\_\_ Clamps \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams \_\_\_\_\_ Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_ General Quality of Workmanship \_\_\_\_\_

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



1070-101X37M

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> .	Weight.
2	Fore Sails,	Chain <u>Admiralty Proof</u>	130	3/16	Bower, <u>Hotman's Patent</u>	2	11 2 1/2
1	Fore Top Sails,	Hempen Stream Cable	80	6 1/2			
1	Fore Topmast Stay Sails,	Hawser <u>Chain</u>	40	1/2	Stream,	1	2 1-1/2
1	Main Sails,	Towlines					
1	Main Top Sails,	Warp	100	3 1/2	Kedge,	1	1.0.9
and <u>Sound Span Sails</u>		All of <u>good</u> quality.					

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

She has One New boat Long Boat and Gully equipped with Stones.

The present state of the Windlass is Patent Capstan Chain Rudder New Pumps Two New wood pumps

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

*This vessel is now fully found in Stones of the best description  
 & no expense spared*

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

I am of opinion this Vessel should be Classed A1 4 years

The Amount of the Fee.....£ : 10 : 0 is received by me, W. J. B. B. B.

Special .....£ : :

Certificate (if required) .....£ : 2 : 6

Committee's Minute 5<sup>th</sup> November 1856

Character assigned HA 1

*Vertical signature*

