

Rec. 21 Sept.

93

No. 93 Survey held at Weymouth Date September 19th 1844
 on the Schooner Abella Master Robert Faulkner
 Tonnage 160 Built at Weymouth When built 1844
 By whom built Thomas Ayles Owners Messrs Jackson & Sons
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock on the Slip

Length aloft	Feet. <u>79</u> Inches. <u>8</u>	Extreme Breadth	Feet. <u>22</u> Inches. <u>9</u>	Depth of Hold	Feet. <u>13</u> Inches. <u>2</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each <u>23</u>	Inches Middle <u>12</u> Inches Ends <u>12</u>	Outside.	Inches.	Inside.	
Floors	sided <u>10 1/2</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling	<u>3</u>
1st Foothooks	" <u>10</u>	" <u>9 1/2</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3 1/2</u>
2nd Ditto	" <u>9</u>	" <u>9</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3rd Ditto	" <u>7 1/2</u>	" <u>4 1/2</u>	Wales	<u>4 1/2</u>	Ditto Bilge to Clamp	<u>2 1/2</u>
Top Timbers	" <u>7</u>	" <u>7</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3</u>
Deck Beams N° of <u>10</u>	" <u>10</u>	" <u>10</u> <u>9</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N° of <u>4</u>	" <u>9 1/2</u>	" <u>9 1/2</u> <u>9</u>	Plank Sheers	<u>3 1/2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	" <u>11</u>	" <u>14 1/2</u>	Water-Ways	<u>4 1/2</u>	Hold Beam Shelves	
Kelsons	" <u>11</u>	" <u>14</u>	Upper Deck	<u>3</u>	Deck Beam Ditto	
Copper.			Iron.			
Heel-Knee, and Dead Wood abaft	<u>1</u>		Hold Beam	<u>1</u>		
Scarphs of Keel N° <u>1</u>	<u>2</u>		Deck Beam	<u>1</u>		
Floor Timber Bolts	<u>1</u>					
Kelson ditto	<u>1</u>					
Transoms and throats of Hooks	<u>1</u>					
Arms of Hooks	<u>4/0</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are quite free from all defects.

The Floors and first Foothooks are composed of English Oak Timber. The other Foothooks and Top Timbers of English Oak. The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4/6.

The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared. The alternate Frames are well bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 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 English Oak and the False Kelson of English Oak.

The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and Hold Beams are composed of English Oak. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Beech.

From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of English Oak. The Wales and Black-strakes are of English Oak. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of English Oak. The Water-ways of English Oak.

The Decks of American Red Pine State of good quality. The Shifts of the Planking are not less than 5 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 English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of English Oak Between Decks of English Oak. Shelf Pieces of _____ Clamps of English Oak.

Fastenings.—To Hold Beams Lodging Iron Knees. Deck Beams Lodging Wood Knees and 10 Hanging Iron Knees. Number of Breasthooks four Pointers two Crutches one. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling well bolted through and clenched. General Quality of Workmanship very good and well finished. We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name Thomas Ayles Surveyor's Name Robt Gray



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .
1	Square Sail		Chain	1 ¹ / ₈	2
2	Fore Sails,	180	Chain stream	3	2
1	Fore Top Sails,	75	Hempen Stream Cable	5 ¹ / ₂	1
1	Sq. gallant sail	180	Hawser	4 ¹ / ₂	1
1	Fore Topmast Stay Sails,		Towlines	3 ¹ / ₂	1
6	Studding sails	90	Warp	2 ¹ / ₂	1
1	Main Sails,	90	All of <u>best</u> quality.		
1	Main Top Sails, <u>gaff</u>	90			
4	<u>Sibbs</u>				
and					

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

She has one Long Boat and one small Boat

The present state of the Windlass is new Capstan and Rudder new

General Remarks—Statement and Date of Repairs.

The alternate frames in this Vessel is well Bolted together, the Frame well Squared and free from all defects, the Butts of the Frame are close and Cross Chocked, the Planking is through agreeable to the Rules of the Society. The Butts, foot waling and Bilge Planks are well Bolted through and clenched, is Copper fastened all below the Wale and in every respect she is a very strong and well Built Vessel.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 2 A 1

The Amount of the Fee.....£ 2 : = : = is received by me, Robt Gray
 Special£ : :

Committee's Minute 24 Sept 1844

Character assigned 2 A 1


