

No. 117 Survey held at Whitby Date May 12<sup>th</sup> 1855  
 on the brig Jane & Margaret Master Thos. Gowland  
 Tonnage 246 3/4 Built at Sunderland When built 1809  
 By whom built \_\_\_\_\_ Owners Solomon Chapman & others  
 Port belonging to Sunderland Destined Voyage Newcastle  
 If Surveyed ~~Afloat~~ in Dry Dock in dry dock

Length aloft.....93<sup>Feet.</sup>5<sup>Inches.</sup> Extreme Breadth.....25<sup>Feet.</sup>-<sup>Inches.</sup> Depth of Hold.....15<sup>Feet.</sup>-<sup>Inches.</sup>

#### Scantlings of Timber.

Timber and Space.....	each	Inches	Inches	Inches
Floors.....	sided	11 1/2	Moulded	12
1 <sup>st</sup> Foothooks.....	"	"	"	"
2 <sup>nd</sup> Ditto.....	<u>4 to</u>	13	"	8 1/2
3 <sup>rd</sup> Ditto.....	"	"	"	"
Top Timbers.....	"	"	"	"
Deck Beams.....	"	9	"	9 1/2
Hold Beams.....	"	12	"	12 1/2
Keel.....	"	10	"	13
Kelsons.....	"	13	"	26

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/2	Foot Waling.....	"
Bilge Planks.....	3 1/2	Bilge Planks.....	4
Bilge to Wales.....	3 3/4	Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	3 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	6 1/2
Sheer Strakes.....	3	Deck Beam Ditto.....	4
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	3	Hold Beam Shelves.....	6 1/2
Upper Deck.....	3	Deck Beam ditto.....	-

#### Size of Bolts in Fastenings.

Copper.	Iron.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....	"	Bolts thro' the Bilge and Foot Waling.....	"
Scarphs of Keel.....	N <sup>o</sup> . 8	Butt End Bolts.....	"
Floor Timber Bolts.....	"	Lower Pintle of the Rudder.....	full 2 1/2
Kelson ditto.....	"		
Transoms and throats of Hooks.....	"		
Arms of Hooks.....	"		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is not seen Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are thoroughly free from all defects.

Her Floors and first Foothooks are composed of English oak Timber.

Her other Foothooks and Top Timbers of do

Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

The Frame is fairly squared from the first Foothook Heads upwards, and thoroughly free from sap, and from thence downwards, the frame is floors wavy

The alternate Frames are \_\_\_\_\_ bolted together.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ choiced with \_\_\_\_\_ Butt at each end of the choick.

The Main Kelson is composed of American Elm and the False Kelson of oak red pine

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches. sufficient

The Deck and Hold Beams are composed of English oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm

From the first Foothook Heads to the Light Water Mark of foreign oak

From the Light Water Mark to the Wales of the same

The Wales and Black-strakes are of Wales American Elm — Black strakes oak

The Topsides of Oak

The Sheer-strakes of Oak

The Gunwales of oak Water-ways of Oak

The Shifts of the Planking are not less than very fair N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. generally above 5 feet — 8 most part very long

**Planking Inside.**—The Clamps are composed of American Oak the Stringers of red pine & oak

The Bilge Planks of fir and the remainder of the Ceiling of fir & oak

**Fastenings.**—To Hold Beams 2 - 8 inch lagging wood knees & in whole Orion standards

Deck Beams 2 - 6 inch wood lagging knees each and Orion hanging knees in all

Number of Breasthooks five Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Iron in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling Iron & not 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 Name \_\_\_\_\_

Surveyor's Name Thos. Jackson



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .. 90 f. 1 1/4 and 90.	1 1/8	3	Bower, the best bower is 11.1.5
2	Fore Top Sails,	70	Stream Cable.....	5/8	1	Stream,
2	Fore Topmast Stay Sails,	80	Hawser .. new .....	7 1/4	2	Kedge
1	Main Sails,	80	Towlines .....	4 1/2		All of proper weight.
1	Main Top Sails,	120	Warp .....	3 1/2		
	and is generally well found		All of good quality.			

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

She has one Long Boat and one Skiff & one gig

The present state of the Windlass is good Capstan good and Rudder good  
two Chambered pumps

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

This vessels appearance is favourable—her decks & gunwales with great part of her outside plank appear to be not above five or six year old—

She has now had a general overhaul in the dock of Messrs Langhorn here—her wales and bottom dubbed & caulked—several new timbers with several strakes of new plank in the bottom aft and also several strakes of new ceiling in the afterhold—new clamps under hold beams 6 in thick and 13 wide am. oak—fastened with screwbolts through stingers and beams & clenched bolts through the side—Builder's certificate repairs here annexed

She is iron fastened—no through bolts—

The wales of American Elm were bored in several places & found sound

June 29<sup>th</sup>—I have kept back this certificate by particular request of Mr. Smaller the Owners friend and agent here—having suggested to him that the vessels appearance warranted my opinion of her having recently had large repairs and considering her great age it would be well that certificates of such repairs be obtained from the owner or I should say obtained by the owner from the builders who repaired and being handed to me I would forward them with my report—I have frequently seen Mr. Smaller who particularly requested I would not forward my report until we heard from the owner—He has this day handed me the note annexed with an extract from Mr. Chapmans letter—stating that this vessel had new decks & upper works two & half years ago—  
H. Jackson

If Sheathed, Doubled, or Felted,

and Date when last done

{ single

And I am of opinion this Vessel should be Classed AE

The Amount of the Fee.....£ 1 : 1 : - is received by me, H. Jackson

Committee Minute 10 July 1835

Character assigned F, 1  
H. Jackson