

No. 235 Survey held at Yarmouth Date & hour 1838 235  
 on the By American Master Pitchee  
 Tonnage 175 Built at Yarmouth When built 1838  
 By whom built S. Preston Owners Hester & Co  
 Port belonging to London Destined Voyage London  
 If Surveyed Afloat or in Dry Dock in the three stages Launched October 1838

Length aloft 83 Feet. Extreme Breadth 21 Feet. Depth of Hold 13 Feet.

Scantlings of Timber.				Thickness of Plank.			
	Inches	Inches Middle	Inches Ends	Outside.	Inches	Inside.	Inches
Timber and Space	each 22			Keel to Bilge	2 1/2	Foot Waling	3
Floors	sided 9	Moulded 9		Bilge Planks	3	Bilge Planks	3
1st Foothooks	" 8	" 8		Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
2nd Ditto	" 7 1/2	" 7 1/2		Wales	1 1/2	Ditto Bilge to Clamp	2 1/2
3rd Ditto	" 7	" 7		Topsides	2 1/2	Hold Beam Clamps	3
Top Timbers	" 8 1/2	" 8 1/2		Sheer Strakes	3	Deck Beam Ditto	3
Deck Beams	Number of 18	" 8 1/2		Plank Sheers	3	Ceiling 'twixt Decks	2
Hold Beams	Do. do. 6	" 10		Water-ways	0	Hold Beam <u>Stuffs</u>	4 1/2
Keel	" 9 1/2	" 13		Upper Deck	3	Deck Beam ditto	5
Kelsons	" 11 1/2	" 12					

Size of Bolts in Fastenings.			
Copper.	Inches	Copper.	Inches
Heel-Knee, and Dead Wood abaft	1		
Scarpns of Keel	N <sup>o</sup> . 6	Bolts thro' the Bilge and Foot Waling	3/4
Floor Timber Bolts		Butt End Bolts	3/4
Kelson ditto	1	Lower Pintle of the Rudder	2 3/4
Transoms and throats of Hooks	1		
Arms of Hooks	7/8		
			Iron.
			Inches.
			Hold Beam
			Deck Beam
			same in Iron above the Copper

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. 1/2 The Space between the Top-timbers is 4 Inches. 1/2 The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English & African oak and are free from all defects.  
 Her Floors and first Foothooks are composed of English & African oak Timber.  
 Her other Foothooks and Top Timbers of \_\_\_\_\_  
 Her Shifts of the first and second Foothooks are not less than 3.0 N.B. When reported by you less than the prescribed Rule, then state how many.  
 The rest of the Shifts of the Frame are 3.0 to 4  
 The Frame is well squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is good  
 The alternate Frames are \_\_\_\_\_ bolted together. 3/4  
 The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than 1/3 of the entire moulding at that place.  
 The Frame is cross chocked with 1 Butt at each end of the chock.  
 The Main Kelson is composed of English oak and the False Kelson of \_\_\_\_\_  
 The Scarpns of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.  
 The Deck and Hold Beams are composed of English & African oak

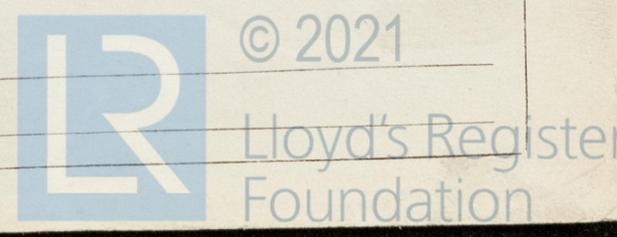
**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of American Elm  
 From the first Foothook Heads to the Light Water Mark of English & African oak  
 From the Light Water Mark to the Wales of \_\_\_\_\_  
 The Wales and Black-strakes are of \_\_\_\_\_  
 The Topsides of \_\_\_\_\_  
 The Sheer-strakes of \_\_\_\_\_ Decks, and state of, new  
 The Gunwales of \_\_\_\_\_ Water-ways of red pine  
 The Shifts of the Planking are not less than 5 Feet \_\_\_\_\_ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship. The Planking is wrought three between.

**Planking Inside.**—The Clamps are composed of English & African oak the Stringers of \_\_\_\_\_ and the remainder of the Ceiling of \_\_\_\_\_

**Fastenings.**—To Hold Beams Two staple iron knees to each end  
 Deck Beams one iron lodging knee & one iron hanging knee to each end  
 Number of Breasthooks 3 Pointers \_\_\_\_\_ Crutches 1  
 Butts End Bolts are of Copper in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched.  
 Bilge and Footwaling Copper 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 J. P. Moore



Her Masts, Yards, &c. are in New 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 .....	1 7/8	2 Bower, <sup>cast</sup> 10. 2 each
1	Fore Top Sails,	90	Hempen Stream Cable.....	7 1/2	1 Stream, 6. —
1	Fore Topmast Stay Sails,		Hawser .....		2 Kedge, <sup>cast</sup> one 3. None 1 —
1	Main Sails,	90	Towlines .....	5 1/2	All of proper weight.
1	Main Top Sails,	90	Warp .....	8 1/2	
and		All of _____ quality.			

Her Standing and Running Rigging is New sufficient in size and Good in quality.

She has one Long Boat and one Jolly boat

The present state of the Windlass is New Capstan \_\_\_\_\_ and Rudder New

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

*This vessel is well built both as to Materials and workmanship she is framed chooked and fastened as prescribed*

*14<sup>th</sup> Nov 1838 I have examined this vessel in every visible part and am of opinion she is entitled to the class recommended by Messrs. P & O*

If Sheathed, Doubled, or Felted, with Yellow Metal  
and Date when last done when built

And I am of opinion this Vessel should be Classed 12 A 1

The Amount of the Fee.....£ 2: 2: is received by me, J. P. O.

Committee Minute 16<sup>th</sup> Nov 1838

Character assigned A 12 Years

