

No. 403 Survey held at Yarmouth Date 2 July 184
 on the Sh. Sanguin Master Carrwood
 Tonnage 340 Built at Yarmouth When built 1841
 By whom built W. Seardell Owners Carrwood
 Port belonging to Yarmouth Destined Voyage London
 If Surveyed ~~Afloat~~ or in Dry Dock during the three stages afloat in May

Length aloft	112	5	Extreme Breadth	23	2	Depth of Hold	11	2
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	25	Inches. Middle	Inches. Ends	Outside.		Inside.	
Floors	sided	11	Moulded	11	Keel to Bilge	3	Foot Waling	5 1/2
1st Foothooks	"	9 1/2	"	9 1/2	Bilge Planks	3 3/4	Bilge Planks	3 3/4
2nd Ditto	"	8 1/2	"	8 1/2	Bilge to Wales	3	Ceiling in Flat	2 1/2
3rd Ditto	"	8	"	8	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	4 3/4	"	5	Topsides	2 1/2	Hold Beam Clamps	3 1/2
Deck Beams	N ^o . of	23	"	9	Sheer Strakes	3 1/2	Deck Beam Ditto	3 1/2
Hold Beams	N ^o . of	12	"	11	Plank Sheers	3 1/4	Ceiling 'twixt Decks	2 1/2
Keel	"	11	"	16	Water-Ways	3 1/2	Hold Beam Shelf <u>Shelf</u>	4 1/2
Kelsons	"	11	"	15	Upper Deck	3	Deck Beam Ditto <u>Ditto</u>	5 1/2
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches.	1 1/2	Bolts thro' the Bilge and Foot Waling	Inches.	3/4	Hold Beam	Inches.	1
Scarphs of Keel	N ^o .	8	Butt End Bolts		3/4	Deck Beam		1 1/2
Floor Timber Bolts		1 1/2	Lower Pintle of the Rudder		1 1/4	same in Iron above the Copper		1 1/2
Kelson ditto		1 1/2						
Transoms and throats of Hooks		1						
Arms of Hooks		1 1/2						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are 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 1/4 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 1/2 to 5 feet. The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is good.

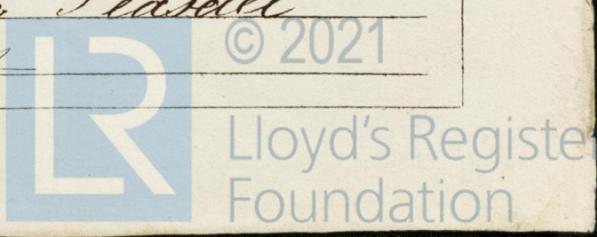
The alternate Frames are bolted together. 1/4 N. B. If not, state how bolted. The Butts of the Timbers are close together; their thickness not less than 5 of the entire moulding at that place. The Frame is not chocked with Butt at each end of the chock. The Main Kelson is composed of English oak and the False Kelson of American oak. The Scarphs of the Kelsons are not less than 0 feet 0 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 American Elm. 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 Danish Deal State of . 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 three 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 English oak Clamps of English oak.

Fastenings.—To Hold Beams Two iron staples, 10 inches long, to each end. Deck Beams one wood lodging piece & 10 iron hanging pieces on each side. Number of Breasthooks 0 Pointers 2 Crutches 11. Butts End Bolts are of Copper in the Bottom, and one 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 William Seardell
 Surveyor's Name



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
No.		Fathoms.		Inches.	No.	
2	Fore Sails,	200	Chain	1 5/16	3	Bower, 17 <i>cut open each</i>
2	Fore Top Sails,	80	Hempen Stream Cable	9 1/2	1	Stream, 6
2	Fore Topmast Stay Sails,	80	Hawser	7	1	Kedge, 3 .. 2
1	Main Sails,	80	Towlines	1 1/2	1	do 2
2	Main Top Sails,	90	Warp	3 1/2		
	and		All of <u>Good</u> quality.			

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

She has one Long Boat and one 2nd boat & one jolly boat

The present state of the Windlass is New Capstan _____ and Rudder _____

General Remarks—Statement and Date of Repairs.

The appearance of this vessel is good both as to materials & workmanship. She is framed checked & fastened as the rule prescribes

Sheathed, Doubled, Eelred, or Coppered Yellow metal When last done Smith

I am of opinion this Vessel should be Classed 12A1

The Amount of the Fee.....£ 4 : : is received by me, [Signature]
 Special£ 6 : :

Committee's Minute 16th July 1841

Character assigned A 1 per 12 years [Signature]