

No. 1173 Survey held at Hartlepool Date 20 February 1851 Rec. 16/5/51
on the Schooner Saracen Master John Montague
Tonnage 86 400 Built at Gaimborough When built 1838
By whom built _____ Owners John Winspear
Port belonging to Hartlepool Destined Voyage Baltic
If Surveyed Afloat or in Dry Dock on the Yard

Length aloft	Feet. 2	Inches. 5	Extreme Breadth	Feet. 15	Inches. 6	Depth of Hold	Feet. 10	Inches. 7
Scantlings of Timber.			Thickness of Plank.					
Room and Space	13		Outside.			Inside.		
Floors	sided 8	Moulded 8	Keel to Bilge	3		Limber Strakes	3	
1 st Foothooks	6	6	Bilge Planks	3		Bilge Planks	3 1/2	
2 nd Ditto	6	5 1/2	Bilge to Wales	3 2 1/2		Ceiling in Flat	2 1/2	
3 rd Ditto	6	5	Wales	3 1/2		Ditto Bilge to Clamp	2 1/2	
Top Timbers	5 1/2	5 1/2	Topsides	2 1/2		Hold Beam Clamps	4	
Deck Beams N ^o 17	Average Space 7 1/2	8	Sheer Strakes	3		Deck Beam Ditto	3	
Hold Beams N ^o 4	Average Space 8	8	Plank Sheers	2 1/2		Ceiling 'twixt Decks	2	
Keel	9	8 1/2	Water-Ways	6		Hold Beam Shelves		
Kelsons	10	11 1/2	Upper Deck	2 1/2		Deck Beam Ditto		
Size of Bolts in Fastenings, distinguishing whether								
Copper or Iron.			Copper or Iron.			Iron.		
Heel-Knee, and Dead Wood abaft	1		Bolts thro' the Bilge and Limber Strakes	5/8		Hold Beam	3/4	
Scarphs of Keel N ^o 6	5/8		Butt End Bolts	5/8		Deck Beam	1 1/2	5/8
Floor Timber Bolts	1		Lower Pintle of the Rudder	2 1/2				
Kelson ditto	1							
Transoms and throats of Hooks	2 1/2	1						
Arms of Hooks	2 1/2	3/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 to 6 Inches. The Space between the Top-timbers is 5 to 6 Inches. The Stem, Stern Post, are composed of Oak Dantzig & Eng^t the Transoms, Aprons, Knight Heads, Hawse Timbers, of English & Dantzig Oak and are well 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 3 Feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared. The alternate Frames are — bolted together. N. B. If not, state how bolted. 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 — choaked with no Butt at each end of the choek. The Main Kelson is composed of American Elm and the False Kelson of Oak & Oak Plank. The Scarphs of the Kelsons are not less than — feet — inches. The Deck and Hold Beams are composed of English and Foreign Oak.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm & Oak. From the first Foothook Heads to the Light Water Mark of American Elm, English & Foreign Oak. From the Light Water Mark to the Wales of Oak, American Elm and Red Pine. The Wales and Black-strakes are of American & Dantzig Oak. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Dantzig Bettin. The Water-ways of Red Pine. The Decks of yellow Pine State of Good. The Shifts of the Planking are not less than 48 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 American Elm the Bilge Planks of Am^t Elm. The Ceiling, Lower Hold, of Am^t Elm & Red Pine Between Decks of Red Pine. Shelf Pieces of — Clamps of Red Pine.

Fastenings.—To Hold Beams Double wood Knut

Deck Beams Double wood Knut
Number of Breasthooks Three Pointers — Crutches —
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treennails of Oak
General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,

Builder's Signature _____

Surveyor's Signature _____

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sails, on the fore Mast	140	Chain	$\frac{7}{8}$	3	Bower, 6	2 - 2 - 2 - 2 - 2 - 2
1	Fore Top Sails,	70	Hempen Stream Cable	$5\frac{3}{4}$	1	Stream, 2	2 - 3
1	Fore Topmast Stay Sails,	60	Hawser	$\frac{11}{16}$	1	Kedge, 1	1 - 10
1	Main Sails,	70	Towlines	$4\frac{3}{4}$			
1	Fore and Aft Foremast	70	Warp	4			
1	Main Top Sails,	70	All of <u>Good</u> quality.				
	and Sufficient in this						

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

She has One Long Boat and

The present state of the Windlass is Good Capstan Wank and Rudder Good 2 Pumps Mittal
fit with Patent Pumpkins

General Remarks—Statement and Date of Repairs.

This Vessel has been specially surveyed for Restoration the Plankwork inside is all new from 28 inches below the second Foothook head upwards the Deck and main. Ceiling. Deck & Hold beams & knees are new. Keel Kilron Stem Apron Flaw Timber Knight head. Timber head. Stanchions. Comings are all new. Top Timbers are all new a great many of the First and Second Foothooks are new him out fit is all new it is our opinion from the very extensive repair she has had she should be restored to the A1 Class 6 years.

Ralph Hudson
Samuel Hudson

If sheathed, doubled, Felted, or Coppered Single Bottom When last done

We are of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, Ralph Hudson

Special£ 6 : 0 : 0

Certificate (if required)£ : 5 : 0

Seen to pro and one to 3
W. Hudson
Committee's Minute 10th May 1847

Character assigned A1