

Survey held at Rye Date March 12th to July 10th 27599
 the Schooner Forester Master Richard Johns 1866
 Old Forester Built at Rye When built 1866 - Launched 13th June
 Tonnage New 120⁶⁷ / 100 by whom built Messrs Messell & Holmes Owners Messrs Terry & Co
 Port belonging to Rye Destined Voyage Liverpool
 Surveyed while Building, Afloat, or in Dry Dock While building and afloat

Length aloft	Feet. Inches.			Extreme Breadth Outside	Feet. Inches.			Depth of Hold	Feet. Inches.		
	89	20	9		11	1					
Scantlings of Timber.											
TIMBER AND SPACE											
Floors	8 1/2	9 1/2	8	7 1/2	7 1/2	6 1/2					
1st Foothooks	7 1/2			6 1/2							
2nd Ditto	7 1/2			6							
3rd Ditto	7			5 3/4							
Top Timbers	7		5	5 3/4		4 1/2					
Deck Beams, length amidships	8	7 1/2	6 1/4	7 1/2	7 1/2	6 1/4					
Hold Beams, length amidships											
Keel	11	12		9	9						
Scarp of Ditto				4	3						
Keelsons	11	12		10	10						
Scarp of Ditto				4	3						

Outside.	INCHES.		Inside.	INCHES.	
	In Ship.	Required per Rule.		In Ship.	Required per Rule.
Garboard Strakes	3 1/2	2 1/4	Limber Strakes	3 1/2	2 3/4
Garboard to Bilge	2 1/2	2 1/4	Bilge Planks	3 1/2 x 11	2 3/4
Bilge Planks	2 1/2	2 1/4	Ceiling in Flat	2 1/4	1 3/4
Bilge to Wales	2 1/2	2 1/4	Ditto Bilge to Clamp	2 1/4	1 3/4
Wales	4	3 1/2	Hold Beam Clamps	4 x 12	
Topsides	3	2 1/2	Deck Beam Ditto	2 1/2	2 1/4
Sheer Strakes	3	2 1/2	Ceiling 'twixt Decks	2	1 3/4
Plank Sheers	3 3/4	2 1/4	Hold Beam Shelves		
Waterways	8 x 7	7 1/2 x 6 1/2	Deck Beam Ditto	7 x 10 1/2	7 1/2 x 6 1/2
Ditto, faying surface against Timbers	5 1/2	4 1/2			
Upper Deck	2 1/2	2 1/2			

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Dead'w'd abaft	—	1	1 1/16	Transoms and throats of Hooks	—	1/8	13/16
Scarp of Keel, N° 6	—	3/16	3/4	Arms of Hooks	—	3/16	3/4
Keelson Bolts through Keel at each Floor	—	7/16	13/16	Thro' Bilge & Limber Strakes	—	3/16	5/8
Bolts thro' Heels of Timbers against Deadwood	—	3/16	1/16	Thickstuff over Double Floors	—	5/8	5/8
				Butt End Bolts	—	5/8	5/8
				Pintles of the Rudder	—	3/4	2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.
 The Floors consist of English Oak. The First Foothooks of English Oak.
 The Second Foothooks of English Oak. The Third Foothooks and Top Timbers of English Oak.
 The Shifts of the First and Second Foothooks are not less than 3/16 or 1/16 of the 13th N. B. When less than prescribed by the Rule, state how many.
 The rest of the Shifts of the Frame are sufficient.
 The Frame is fairly squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is good and sufficient.
 The — Frames are — bolted together to the Gunwale.
 The Butts of the Timbers are — close together; their thickness not less than 1/3rd of the entire moulding at that place. N. B. If not, state how bolted.
 The Frame is — chocked with a Butt at each end of the chock. The Main piece of Rudder is good of Windlass is good of English Oak.
 The Keel is Am² Elm The Main Keelson is English Oak and are free from all defects.

The Stem, and Stern Post of English Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak. Deadwood, of English Oak and are — free from all defects.
 The Deck and Hold Beams of English Oak. The Breasthooks of English Oak. The Knees of Iron & English Oak.
Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is American Elm
 or to the First Foothook Heads }
 From the above named Height to the Light Water Mark American Elm & Sautzie Oak
 From the Light Water Mark to the Wales English Oak & Sautzie Oak
 The Wales and Black-strakes are English & Sautzie Oak The Topsides & Sheer-strakes English Oak.
 The Splicing and Plank-sheers Sautzie Oak. The Water-ways { Upper Deck Red Pine
 Lower Deck —
 Decks Yellow Pine State of Good

Shifts of the Planking are not less than 5 Feet 6 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, and without step-butting.
Planking Inside.—The Limber-strakes and Bilge-strakes are Baltic Oak
 Ceiling, Lower Hold, and between Decks Green & Red Pine Shelf Pieces and Clamps Green & Red Pine
Fastenings.—To Hold Beams none.

Beams shelf & Waterways - Five Pairs of Iron hanging three pairs of English Oak wood luffing three in the mast two in the boom and three forward and three pairs aft.
 Number of Breasthooks two of wood Pointers none required Crutches two of iron
 End Bolts are of iron in the Bottom: two Bolts in each Butt End one of which through and clenched.
 Limber Strakes are — bolted through and clenched. Treenails of English Oak How Made Engine Turned
 Thickstuff over Double Floors not any bolted through and clenched. General Quality of Workmanship Good
 We certify that the above is a correct description of the several particulars therein given
 Builder's Signature Messell & Holmes Surveyor's Signature W. W. Wainwright

6590-15907

2759. Jan. Mast's Red Line

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 .		Tested at the Staff	Fathoms.	Inches.	at Staff	Weight.
one full suit - and	Fore Sails,	Tested to 15. 15	180	1 5/16	Bower, Tested to 8 Tons 3 cwt.	1720 5-3
	Fore Top Sails,	4:12:2	50	5/8	" 8-14	1721 6-1-22
	Fore Topmast Stay Sails,		60	7	Stream,	2-0-2 Stacks 2-18 2-2-20
	Main Sails,		80	4 1/2	Kedge,	1-0-26
	Main Top Sails,		80	3 1/2		
		All of <u>good</u> quality.				

Her Standing and Running Rigging of Hemp sufficient in size and good in quality.

She has one 16 feet Long Boat and

The present state of the Windlass is good Capstan _____ Rudder efficient Pumps two 6" iron pumps

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.	1st.	2nd.	3rd.
	When the Frame is completed	12 th March 1866	
	When the Beams are put in, &c.	10 th May 1866	
	When completed, and before the plank be painted or payed	8 th June 1866 -	
		Coffin - 10 th July 1866.	

She is well built; fit, in my opinion, for the class recommended - B. Weymouth

Present condition of Caulking of Bottom, good Deck, good and Waterways good

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

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

The Amount of the Fee.....£ 2 : - : - is received by me,

Exps £5-17-6 }
Special£ 5 : 5 : - }
Certificate£ : 2 : 6 }

B. Weymouth
J. Somers

Committee's Minute 24th July 18 66.

Character assigned for 8 Years

To have the fig 1
25.7.66

