

No. 110 Survey held at Bridport Date 6 Aug<sup>st</sup> 1846  
 on the Brig William Tucker Master William Good  
 Tonnage 164 Built at Bridport When built 1846  
 By whom built J. Cox Owners William Tucker  
 Port belonging to Bridport Destined Voyage Baltic  
 If Surveyed Afloat or in Dry Dock on the Stocks and Afloat

Length aloft	Feet. 81	Inches. 6	Extreme Breadth	Feet. 14	Inches. 7	Depth of Hold	Feet. 13	Inches. 5
Scantlings of Timber.			Thickness of Plank.					
Timber and Space.....	each	28	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	9 1/2	Moulded		Keel to Bilge	3	Foot Waling	3
1 <sup>st</sup> Foothooks.....	"	8 1/2	"	8 1/2	Bilge Planks	4	Bilge Planks	3
2 <sup>nd</sup> Ditto.....	"	8	"	8	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto.....	"	7	"	7	Wales	4 1/4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	6 1/2	"	6 1/2	Topsides	2 1/2	Hold Beam Clamps	3
Deck Beams ....N°. of 18	"	9	"	9	Sheer Strakes	3	Deck Beam Ditto.....	3
Hold Beams ....N°. of 6	"	7	"	7	Plank Sheers.....	3	Ceiling 'twixt Decks	2 1/2
Keel	"	10	"	15	Water-Ways	4 1/2	Hold Beam Shelves	4
Kelsons	"	13	"	15	Upper Deck	3	Deck Beam Ditto.....	4
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	Inches.	1	Copper.			Inches.	Iron.	
Scarphs of Keel.....N°. 6	7/8		Bolts thro' the Bilge and Foot Waling	5/8		Hold Beam	1/8	
Floor Timber Bolts	1		Butt End Bolts	5/8		Deck Beam	3	
Kelson ditto	1		Lower Pintle of the Rudder	3			4	
Transoms and throats of Hooks	7/8	}					}	same in Iron above the Copper.....7/8
Arms of Hooks	7/8							

**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 all free from all defects. The Floors and first Foothooks are composed of English Oak Timber. English Oak The other Foothooks and Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 4 feet The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well Squared.

all The ~~stern~~ Frames are well bolted together. N. B. If not, state how bolted. The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of none The Scarphs of the Kelsons are not less than 6 feet 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 English Elm & Oak 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 American Yellow Pine State of Good Quality The 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 Strakes 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 double wood Knees and a Stringer Deck Beams double wood Knees and a Stringer & five pair of Iron Knees Number of Breasthooks four Pointers Two Crutches one 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 very good

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

Builder's Name John Cox  
 Surveyor's Name Robt Gray



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	180	Chain .....	1 1/2	2	Bower, 1 of 12 cwt & 1 of 11 cwt
2	Fore Top Sails,	80	Hempen Stream Cable .....	7	1	Stream, 5 cwt
2	Fore Topmast Stay Sails,	90	Hawser .....	5	2	Kedge, 1 of 3 cwt & 1 of 2 cwt
2	Main Sails,	80	Towlines .....	4		
1	Main Top Sails,	90	Warp .....	3		
2	Top Gallant Sails		All of <u>good</u> quality.			
and all of best quality						

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

She has one Long Boat and 1 Small Boat

The present state of the Windlass is new Capstan new and Rudder new

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

All the Frames in this Vessel is well bolted together. The frame well squared and free from all Defects. The Butts of the Frame are close and crop chocked. The Planking is wrought agreeable to the Rules of the Society. The Butts foot waling and Budge Planks are well Bolted through and clenched. She is Copper fastened all below the Water. The Space between the Upper Deck beams is under four feet. Hatchways Excepted and in every respect She is a very Strong and good Built Vessel.

If Sheathed, Doubled, Felted, or Coppered none When last done —

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

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, Robt Gray

Special .....£ : :

Committee's Minute 11<sup>th</sup> Augt 1846

Character assigned A 1 pr 12 Aug



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Foundation