

No. 614 Survey held at Bristol Date 22<sup>nd</sup> October 1841  
on the Schooner William & Mary Master J Ellis  
Tonnage 83 Built at Bristol When built September 1849  
By whom built Rawlins Owners Rawlins  
Port belonging to Bristol Destined Voyage Portugal  
If Surveyed Afloat or in Dry Dock Afloat

Length aloft ..... 64 2 ..... Extreme Breadth ..... 16 4 ..... Depth of Hold ..... 9

#### Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	8		
Planks..... Alternate..... sided	4 1/2	Moulded	8
Foothooks.....	4 1/2	"	6
Ditto.....	"	"	"
Ditto.....	4 1/2	"	5 4
Timbers.....	"	"	"
Deck Beams ....N°. of 13	7	"	7
Hold Beams ....N°. of	"	"	"
Planks.....	10	"	12
Transoms.....	13	"	14

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	2 1/2	Foot Waling .....	2 3/4
Bilge Planks.....	2 4	Bilge Planks.....	3
Bilge to Wales.....	2 1/2	Ceiling in Flat .....	2
Wales .....	4	Ditto Bilge to Clamp .....	2
Topsides .....	2	Hold Beam Clamps .....	
Sheer Strakes .....	3	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3	Ceiling 'twixt Decks .....	2
Water-Ways.....	5	Hold Beam Shelves .....	-
Upper Deck .....	2 1/2	Deck Beam Ditto.....	-

#### Size of Bolts in Fastenings.

Copper.	Inches.	Iron.	Inches.
Keel-Knee, and Dead Wood abaft .....	1		
Scaphs of Keel.....N°. 8	1	Bolts thro' the Bilge and Foot Waling .....	3/4
or Timber Bolts .....	1	Butt End Bolts .....	3/4
Transom ditto.....	1	Lower Pintle of the Rudder .....	2 1/2
Transoms and throats of Hooks .....	1		
Transoms of Hooks .....	7/8		
		same in Iron above the Copper.....	

Planking.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is ..... Inches. The Space between the Top-timbers is 2 to 7 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 20 Timber.

The other Foothooks and Top Timbers of 20

The Shifts of the first and second Foothooks are not less than 3 feet 2 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are the same

The Frame is squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is

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 of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock.

The Main Kelson is composed of Red-pine and the False Kelson of

The Scarphs of the Kelsons are not less than none 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 Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of 20

The Wales and Black-strakes are of English & American Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Red-pine

The Decks of Red-pine State of very good

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 3 and 4 between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of Eng. Oak, Red-pine & Spruce Between Decks of

Shelf Pieces of Clamps of English Oak

Fastenings.—To Hold Beams

Deck Beams Double lodging Wood Knives

Number of Breasthooks Three Pointers Crutches 2 Transom Knives & 2 Stinson Knives

Butts End Bolts are of Iron in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling Same bolted through and clenched Longest space between the beams in the main hold

General Quality of Workmanship good Shortest space 3 feet 4 inches.

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

Builder's Name J. Rawlins

Surveyor's Name James Wood



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> .	
/	Fore Sails,	190	Chain .....	15/16	2	Bower,
/	Fore Top Sails,	75	Hempen Stream Cable .....	5/2	1	Stream,
/	Fore Topmast Stay Sails,	90	Hawser .....	4	1	Kedge,
/	Main Sails,	80	Towlines .....	3/2		
/	Main Top Sails,		Warp .....			
and <u>all new</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging stump sufficient in size and good in quality.

She has one Long Boat and another

The present state of the Windlass is good Capstan much and Rudder good  
2 Metal Pumps

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

This vessel was laid down for a Barge, but was afterwards converted into a schooner — The floors are alternate double and single and well squared and free from sap — Most of the scantling of the other timbers and <sup>the</sup> thickness of the planking are from the Builders statement. All the materials are good of their respective kinds — The ceiling from the Bilges to the Deck Clamps is a mixture of Red-pine, oak and spruce, in consequence, I am of opinion she should be classed as below.

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 4 A 1

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

Special .....£ 1 : 10 : 0

Certificate  
Committee's Minute 26th October 1841

Character assigned A 1 for 4 years

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