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No. 87 Survey held at Cowes Date 30<sup>th</sup> March 18 41  
286 on the Barque Pilot Master George Robson  
Tonnage 285 Built at Chepstow When built 1809  
By whom built \_\_\_\_\_ Owners Thomas Cooper  
Port belonging to Cowes Destined Voyage Quebec

If Surveyed Afloat or in Dry Dock On the Patent Slip  
Bristol 50, Lee London Survey 2863, 14212, 5149 Class 2 SA

Length aloft ..... 93 <sup>Feet.</sup> 5 <sup>Inches.</sup> Extreme Breadth ..... 26 <sup>Feet.</sup> 4 <sup>Inches.</sup> Depth of Hold ..... 15 <sup>Feet.</sup> 4 <sup>Inches.</sup>

**Scantlings of Timber.**  
Timber and Space..... each  
Floors..... sided  
1<sup>st</sup> Foothooks..... "  
2<sup>nd</sup> Ditto..... "  
3<sup>rd</sup> Ditto..... "  
Top Timbers..... "  
Deck Beams ....N°. of ..... "  
Hold Beams ....N°. of ..... "  
Keel ..... "  
Kelsons ..... "

Inches.	Inches.	Inches.	Inches.
	Moulded	Middle	Ends

**Thickness of Plank.**  
**Outside.** <sup>Inches.</sup> **Inside.** <sup>Inches.</sup>  
Keel to Bilge ..... Foot Waling .....  
Bilge Planks ..... Bilge Planks .....  
Bilge to Wales ..... Ceiling in Flat .....  
Wales ..... Ditto Bilge to Clamp .....  
Topsides ..... Hold Beam Clamps .....  
Sheer Strakes ..... Deck Beam Ditto .....  
Plank Sheers ..... Ceiling 'twixt Decks .....  
Water-Ways ..... Hold Beam Shelves .....  
Upper Deck ..... Deck Beam Ditto .....

**Copper.** <sup>Inches.</sup>  
Heel-Knee, and Dead Wood abaft .....  
Scarp of Keel.....N°. .....  
Floor Timber Bolts .....  
Kelson ditto .....  
Transoms and throats of Hooks .....  
Arms of Hooks ..... }

**Size of Bolts in Fastenings.** <sup>Inches.</sup>  
**Copper.**  
Bolts thro' the Bilge and Foot Waling .....  
Butt End Bolts .....  
Lower Pintle of the Rudder .....  
} ..... same in Iron above the Copper..... }

**Iron.** <sup>Inches.</sup>  
Hold Beam .....  
Deck Beam .....  
} ..... same in Iron above the Copper..... }

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ 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. yes

The Floors and first Foothooks are composed of Ditto Ditto Timber.  
The other Foothooks and Top Timbers of Ditto Ditto

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are \_\_\_\_\_

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 English Oak and the False Kelson of Baltic Oak

The Scarphs of the Kelsons are not less than 8 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English & African Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Elm

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

From the Light Water Mark to the Wales of Ditto Ditto

The Wales and Black-strakes are of Baltic Oak The Topsides of Ditto Ditto & pitch pine

The Sheer-strakes and Plank-sheers of Ditto Ditto The Water-ways of Red Pine

The Decks of 2 1/2 Red Pine State of in good Order

The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ between

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

The Ceiling, Lower Hold, of English & African Oak Between Decks of English & African Oak

Shelf Pieces of Red Pine Clamps of English Oak

**Fastenings.**—To Hold Beams A Staple Standard a lodging knee & hanging knee all iron to the ends of each beam

Deck Beams a hanging or Staple Standard of iron & two lodging oak knees to the ends of each beam

Number of Breasthooks Seven Pointers Two Iron Crutches \_\_\_\_\_

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

Bilge and Footwaling Copper bolted through and clenched. yes

General Quality of Workmanship Very good

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

Builder's Name \_\_\_\_\_

Surveyor's Name Geo. Spain



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	190	Chain .....	1 1/8	3	Bower,	13 " " "
3	Fore Top Sails,	80	Hempen Stream Cable .....	8	1	Stream,	10 " " "
2	Fore Topmast Stay Sails,	90	Hawser ... Chain .....	7/8	2	Kedges	5 " " "
1	Main Sails, <sup>by sail by 1</sup>	80	Towlines .....	6			5 " " "
3	Main Top Sails,	70	Warp .....	5			
and			All of <u>good</u> quality. <u>yes</u>				

Her Standing and Running Rigging in good condition sufficient in size and good in quality. yes

She has one Long Boat and one Skiff & one Gigg

The present state of the Windlass is good Capstan Pat. Wheel and Rudder good

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

This ship has been thoroughly overhauled and repaired, upon the Patent Slip at East Cowes. She has had a new fore Keelson, and a new false one, the Bolts of the Keel & Keelson teamed out, from forward to abaft the mainmast, and replaced with new; the fastenings of both Hold & Deck beams, most of them teamed out, and replaced with new, one new Hold & one new Deck beams, the Topsides Shifted with several new planks, when the Timbers were seen by me, and found in good sound condition, she is Copper fastened up to the Males, and sheathed with inch Sheathing which was overhauled and found in good condition, and Caulked from Keel to Gunwale and put in excellent condition.

Charles Graham Esq.  
Registry Office of Shipping  
2 White Lion Court  
Cornhill  
London

If Sheathed, Doubled, Felted, or Coppered Sheathed with inch plank upon Patent felt When last done in 1837 1838

I am of opinion this Vessel should be Classed \*A-1

The Amount of the Fee.....£ 3 : : is received by me,

Special .....£ : :

Committee's Minute 6th April 1841

Character assigned Raised to A-1



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