

No. 275. Survey held at Dartmouth Date 17 October 1839 275
on the New Schooner "Why not" Master William Dart
Tonnage 114 ⁵⁴⁴ ₃₅₀₀ Built at Dartmouth When built 1839, Launched 26 August 1839
By whom built William Henry Nichols Owners William Dart & Co. Brixham
Port belonging to Dartmouth Destined Voyage Dartmouth to Milles Portugal
If Surveyed Afloat or in Dry Dock Surveyed often while on the Stocks Building. And
now afloat & equipt in Dartmouth Harbour

Length aloft.....70 ^{Feet.} 10 ^{Inches.} Extreme Breadth20 ^{Feet.} 1 1/4 ^{Inches.} Depth of Hold12 ^{Feet.} ^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle.	Ends.	
Timber and Space.....	each <u>20</u>		
Floors.....	sided <u>10 1/2</u>	Moulded <u>14</u> <u>8 1/2</u>	
1 st Foothooks.....	" <u>9 1/2</u>	" <u>10</u> <u>7 1/2</u>	
2 nd Ditto.....	" <u>7 1/2</u>	" <u>7</u> <u>6 1/2</u>	
3 rd Ditto.....	" <u>6 1/2</u>	" <u>6 1/2</u> <u>6</u>	
Top Timbers.....	" <u>6</u>	" <u>6</u> <u>4 1/2</u>	
Deck Beams.....	Number of <u>18</u>	" <u>10</u>	" <u>9 1/4</u>
Hold Beams.....	Do. do.	"	"
Keel.....	" <u>9 1/2</u>	" <u>14</u>	
Kelsons.....	" <u>15</u>	" <u>15</u>	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2 3/4</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>5</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/4</u> <u>3</u>	Hold Beam Clamps.....	<u>3 1/2</u> <u>4</u>
Sheer Strakes.....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-ways.....	<u>6 1/2</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>2 3/4</u>	Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	
Scarpshs of Keel.....	No. one <u>7/16</u> <u>7/8</u>	Butt End Bolts.....	<u>5/8</u>	Deck Beam.....	<u>7/16</u> <u>3/4</u>
Floor Timber Bolts.....	<u>7/8</u>	Lower Pintle of the Rudder.....	<u>3</u>		
Kelson ditto.....	<u>1</u>				
Transoms and throats of Hooks.....	<u>1</u>			same in Iron above the Copper.....	
Arms of Hooks.....	<u>3/4</u> <u>7/8</u>				

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, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of the best English Oak and are all free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak

Her Shifts of the first and second Foothooks are not less than 3 feet 6 Inches N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are not less than 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 & bolted

all The alternate Frames are each bolted together.

The Butts of the Timbers are quite close together; their thickness not less than one third of the entire moulding at that place.

The Frame is — — — chocked with a Butt at each end of the chock. were required

The Main Kelson is composed of English Oak and the False Kelson of — — —

The Scarpshs of the Kelsons are not less than 5 feet 6 inches. (one scarpsh)

The Deck and Hold Beams are composed of English Oak Timber

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm

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

From the Light Water Mark to the Wales of d^o

The Wales and Black-strakes are of d^o

The Topsides of d^o

The Sheer-strakes of English Oak Decks, and state of, all new of the best yellow pine, copper nailed.

The Gunwales of English Oak Water-ways of English Oak

The Shifts of the Planking are not less than 6 Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of English Oak The Planking is wrought 3 Strakes between the Stringers of — — —

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams

Deck Beams English Oak lodging knees, double kneed.

Number of Breasthooks four Pointers — Crutches —

Butts End Bolts are of 3/8 Copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 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. Why not.

Builder's Name

Surveyor's Name

A man best figure head

Her Masts, Yards, &c. are all new condition, and sufficient in size and length. & of best quality

All new canvas, manufactured
at East India Dock,
double thread

She has SAILS.

CABLES, &c. all new

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
1	Fore Sails,	160	Chain	1-0 1/2	2	Bower, S - 7-3-9-7-0-14
1	Fore Top Sails,	85	Hempen Stream Cable	7	1	Stream, - 4-1-0
1	Fore Topmast Stay Sails,	85	Hawser	4	2	Kedge, S - 2-1-9-1-2-0
1	Main Sails,	80	Towlines	4		All of proper weight.
1	Main Top Sails,	90	Warp	3 1/2		The Anchors & chain PIC from Mr. Deary Toxham
1	Fore Topgallant sail		All of	quality.		
and	1 square sail. 1 stand Jib					
	1 flying jib - 1 storm jib. 2 Studdensails					

Her Standing and Running Rigging is all new sufficient in size and of the best hemp in quality.

She has new Clinch work Long Boat and new Clinchwork built jolly boat, both copper fastened

The present state of the Windlass is new a new Double Purchase
completely fitted with patent Capstan Wrench and Rudder & hangings all new & completely fitted
Palls, riding check &c. &c. - 2 new Iron Pumps - & 2 new Lead Bidge pumps

General Remarks—Statement and Date of Repairs.

This Vessel (above described)
I have surveyed and inspected sundry times from the
laying of the keel until finished, and considered her to be
a strong, well built, and highly finished vessel. The
Owner Mr. W. Dart has daily witnessed and inspected
the work done during the whole progress of her building
and that the said vessel was built and finished in every
respect as a first rate class ship as per Contract.
She is a regular Copper fastened vessel below the wales
in all her fastening. I also beg leave to observe that
Mr. Christopher Furneaux, Ship Builder, Brixham,
at the request of Captⁿ Dart, attended weekly to inspect
the materials and workmanship of the above vessel
during the whole progress of her building in behalf of
the said Owner.

Dartmouth Octr. 1st 1839.
Charles Jones.

If Sheathed, Doubled, or Felted, Single bottom at present — paid up with Tar Kossan &c. &c.
and Date when last done

And I am of opinion this Vessel should be Classed A No. 1.

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Charles Jones.

Committee Minute 24 Decr 1839

Character assigned A 1 for 12 Years



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