

No. 162 Survey held at Wivenhoe Date 19 Sept. 1838  
on the Schooner Slater Rebow Master Wm Sadler  
Tonnage 112 Built at Wivenhoe When built 1838  
By whom built Jos Harvey Owners Chambers & Co  
Port belonging to Golchester Destined Voyage to Yarm  
Surveyed Afloat or in Dry Dock at the three several periods required by the Instructions

Length aloft.....	Feet. <u>7</u> Inches. <u>1</u>	Extreme Breadth .....	Feet. <u>19</u> Inches. <u>10</u>	Depth of Hold .....	Feet. <u>11</u> Inches. <u>9</u>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space.....	each <u>10</u>	Inches. Middle <u>8</u> Ends <u>4 1/2</u>	Outside.	Inches.	Inside.
Floors.....	sided <u>8</u>	Moulded <u>8</u>	Keel to Bilge .....	<u>2 1/2</u>	Foot Waling.....
1 <sup>st</sup> Foothooks.....	" <u>4 1/2</u>	" <u>4 1/2</u>	Bilge Planks .....	<u>3 1/2</u>	Bilge Planks .....
2 <sup>nd</sup> Ditto.....	" <u>4</u>	" <u>4 1/2</u>	Bilge to Wales .....	<u>2 1/2</u>	Ceiling in Flat .....
3 <sup>rd</sup> Ditto.....	" <u>4 1/2</u>	" <u>4 1/2</u>	Wales .....	<u>3 1/2</u>	Ditto Bilge to Clamp .....
Top Timbers .....	" <u>4 1/2</u>	" <u>4 1/2</u>	Topsides .....	<u>2 1/2</u>	Hold Beam Clamps .....
Deck Beams ..	Number of <u>22</u>	" <u>4 1/2</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....
Hold Beams ..	Do. Do.	" <u>4 1/2</u>	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks .....
Keel .....	" <u>8 1/2</u>	" <u>8 1/2</u>	Water-ways ..	<u>4</u>	Hold Beam Shelves .....
Kelsons .....	" <u>10</u>	" <u>12</u>	Upper Deck .....	"	Deck Beam ditto .....

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft .....	Inches. <u>1 1/8</u>	Copper.	Inches.	Hold Beam.....	"
Scarp of Keel.....	N <sup>o</sup> . <u>7</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Deck Beam .....	<u>7/8 x 1/4</u>
Floor Timber Bolts.....	"	Butt End Bolts .....	<u>5/8</u>	same in Iron above the Copper .....	
Kelson ditto.....	"	Lower Pintle of the Rudder .....	<u>2 1/2</u>		
Transoms and throats of Hooks .....	"				
Arms of Hooks .....	<u>1/8 x 1/4</u>				<u>1/8</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

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

Her other Foothooks and Top Timbers of Do

Her Shifts of the first and second Foothooks are not less than 3 1/2 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Good

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

The alternate Frames are bolted together.

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

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

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

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of English Oak

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 Do

The Wales and Black-strakes are of Do

The Topsides of Do

The Sheer-strakes of Do

Decks, and state of, Dantzic

The Gunwales of Do

Water-ways of English Oak

The Shifts of the Planking are not less than 5 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 thin between. the Stringers of Do

The Bilge Planks of English Oak and the remainder of the Ceiling of Decept one Baltic Fir Plank kept the Plank on each side well dished

Fastenings.—To Hold Beams

Deck Beams One Wood Lashing Knot to each end & Seven Iron Hanging to each side

Number of Breasthooks thin Pointers Do Crutches One Wood abaft

Butts End Bolts are of 1/2 Copper in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name

Surveyor's Name

Wm Mulvey



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	160	Chain .....	4 1/2	2	Bower,
/	Fore Top Sails,	80	Hempen Stream Cable.....	8	/	Stream,
/	Fore Topmast Stay Sails,	80	Hawser .....	4	/	Kedge,
/	Main Sails,		Towlines .....			All of proper weight.
/	Main Top Sails,	80	Warp .....	3		
and other masts and sails			All of <u>Good</u> quality.			

Her Standing and Running Rigging is New sufficient in size and Good in quality.

She has One Long Boat and Oneolly Boat

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

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

This vessel is well and substantially built and has an excellent frame of timber. The Inside & Outside Planks is of the best quality and clear of defects as is also the sheathing throughout. The main Beams are on a 5<sup>th</sup> & Oak Stinger secured by one Wood Lashing Knee to each end and seven Run Hanging Do on each side. The Floor heads Foot-Plating & Butts are through bolted and clenched. She has a Wood Crotch staff and is otherwise well fastened.

There being only one Baltic Plank on each side and that forming one edge of the air course I presume the Committee will overlook it, in which case she will be entitled to be Classed 12 A1

19 Nov 1839 The Owners of the "States Arrow" have communicated to me that in consequence of the great expense which would be incurred by removing the Air Plank from the inside, they must decline doing it and request she may be Classed for the time.

W. Muller

If Sheathed, Doubled, or Felted, Coppered on paper  
and Date when last done \_\_\_\_\_

And \_\_\_\_\_ of opinion this Vessel should be Classed \_\_\_\_\_

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

W. Muller  
Date 23 Dec 1839

Committee Minute

19 Nov 1839

Character assigned

11 A1



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