

No. 292 Survey held at Liswick Date 12 Nov^r 1841
 on the Schooner Invincible Master Newman
 Tonnage 133 Built at Liswick When built 1841
 By whom built A Bayly & Co Owners Captⁿ Newman
 Port belonging to London Destined Voyage _____
 If Surveyed Afloat or in Dry Dock Throughout the Building

292
LH

Length aloft	Feet. 29 Inches. 10	Extreme Breadth	Feet. 20 Inches. 8	Depth of Hold	Feet. 12 Inches. 6	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space	each 12		Outside.	Inches.	Inside.	
Floors	sided 10	Moulded 9 1/2 8 1/2	Keel to Bilge	2 1/2	Foot Waling	3
1 st Foothooks	" 8 1/2	" 7 1/2	Bilge Planks	4 1/2	Bilge Planks	3 1/2
2 nd Ditto	" 8	" 8 1/2	Bilge to Wales	3 1/2	Ceiling in Flat	2 1/2
3 rd Ditto	" 7	" 4 3/4	Wales	4	Ditto Bilge to Clamp	2
Top Timbers	" 4	" 4	Topsides	2 1/2	Hold Beam Clamps	5
Deck BeamsN ^o . of	" 8 1/2	" 8	Sheer Strakes	3	Deck Beam Ditto	3
Hold BeamsN ^o . of	" 9	" 8 1/2	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	" 10 1/2	" 10 1/2 8 R	Water-Ways	5	Hold Beam Shelves	5
Kelsons	" 11	" 13	Upper Deck	3	Deck Beam Ditto	5 1/2
Size of Bolts in Fastenings.						
Copper.			Iron.			
Heel-Knee, and Dead Wood abaft	Inches. 1					
Scarphs of Keel.....N ^o . 7	1 1/2	Bolts thro' the Bilge and Foot Waling	5 1/2	Hold Beam	7 1/2	
Floor Timber Bolts	" 1	Butt End Bolts	"	Deck Beam	3 1/4	
Kelson ditto	" 1	Lower Pintle of the Rudder	2 1/2			
Transoms and throats of Hooks	" 2			same in Iron above the Copper		
Arms of Hooks	3 1/4					

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 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Do and are free from all defects.

The Floors and first Foothooks are composed of Do Timber.

The other Foothooks and Top Timbers of Do

The Shifts of the first and second Foothooks are not less than 2 1/2 feet N. B. When less than prescribed by the Rule, 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 & good

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 1/3 of the entire moulding at that place.

The Frame is chocked with 2 Butt at each end of the chock.

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

The Scarphs of the Kelsons are not less than 5 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 Am^r 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 and Plank-sheers of Do

The Water-ways of Do

The Decks of Santovic

State of

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

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

The Ceiling, Lower Hold, of Do

Between Decks of Do

Shelf Pieces of Do

Clamps of Do

Fastenings.—To Hold Beams Depth 1 1/2" & 1 1/4" Standard I to each Beam end

Deck Beams One 1 1/2" I to alternate ends & 1 1/4" I on each side

Number of Breasthooks

Pointers one 1 1/2" I

Crutches one Wood step

Butts End Bolts are of 5 1/2" Copper in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Footwaling on bolted through and clenched.

General Quality of Workmanship is of the best description

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

Builder's Name

Surveyor's Name W. H. Maltby



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	170	Chain	1 1/4	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable	5	1	Stream,
2	Fore Topmast Stay Sails,		Hawser		1	Kedge,
2	Main Sails,	80	Towlines	3 1/2		
1	Main Top Sails,	80	Warp	3 1/2		
	and other necessary Sails		All of good quality.			

Her Standing and Running Rigging is 14 cups sufficient in size and good in quality.

She has One Long Boat and One Lolly Boat

The present state of the Windlass is secure Capstan _____ and Rudder good

General Remarks—Statement and Date of Repairs.

The within named is a good built ship. The Timber on square & clear of sap. The Planking Outside & inside is also of good quality & clear of defects together with the Beams - Stringers - Waterways. Plank sheers, Stanchions and fastenings throughout. - The main Beams are secured by single lashing knees to alternate Beam ends & six Iron Hanging & Stepped Standard I on each side. The Iron Beam of the Cabin floor & the after Beam of the Forecastle Floor is knive with small Iron knees. she has one 1st Iron Painter & one Wood Crotch staffs. The floor heads Fast Binding & Butts are through bolted & clinched

If Sheathed, Doubled, Felted, or Coppered Single Bottom When last done _____

I am of opinion this Vessel should be Classed 112 A 1

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

Special£ 10 : 10 : 0

Committee's Minute 3rd December 1841

Character assigned A 1 per 12 tons



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