

No. 94 Survey held at Jersey  
405 on the Schooner "Weyver"

Date 22 August 1837  
Master Charles Decaen

Tonnage 2534 Built at Cling, Southampton When built 1828  
83 3500 By whom built Wm Durkin Owners James Ennis

Port belonging to Jersey Destined Voyage Rio de Janeiro

If Surveyed Afloat or in Dry Dock Dry

Length aloft... 70 1/10 Feet. Inches. Extreme Breadth... 16 3/10 Feet. Inches. Depth of Hold... 10 7/10 Feet. Inches.

#### Scantlings of Timber.

| Timber and Space.          | each  | 14    | 14 | 14 |
|----------------------------|-------|-------|----|----|
| Floors...                  | sided | 7     | 10 | 7  |
| 1st Foothooks...           | "     | 1/2   | 10 | 7  |
| 2nd Ditto...               | "     | 1/2   | 10 | 7  |
| 3rd Ditto...               | "     | 1/2   | 10 | 7  |
| Top Timbers...             | "     | 5     | 5  | 5  |
| Deck Beams... Number of 15 | "     | 9 1/2 | 8  | 8  |
| Hold Beams... Do. Do. 11   | "     | 5 1/2 | 5  | 5  |
| Keel...                    | "     | 9     | 16 | 16 |
| Kelsons...                 | "     | 9     | 12 | 12 |

#### Thickness of Plank.

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

#### Size of Bolts in Fastenings.

| Copper.                               | Copper.                                      | Iron.                                |
|---------------------------------------|--|--------------------------------------|
| Heel-Knee, and Dead Wood abaft... 7/8 | Bolts thro' the Bilge and Foot Waling... 3/4 | Hold Beam... 3/4                     |
| Scarphs of Keel... No 2 7/8           | Butt End Bolts... 5/8                        | Deck Beam... 3/4                     |
| Floor Timber Bolts... 7/8             | Lower Pintle of the Rudder... 1 3/4          |                                      |
| Kelson ditto... 7/8                   |  |                                      |
| Transoms and throats of Hooks... 7/8  |  |                                      |
| Arms of Hooks... 7/8                  |  | same in Iron above the Copper... 3/4 |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is four Inches. The Space between the Top-timbers is filled up inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of best British Oak and are all free from all defects.

Her Floors and first Foothooks are composed of best British & Jersey Oak Timber.

Her other Foothooks and Top Timbers of best British and Jersey Oak

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

The rest of the Shifts of the Frame are three & a half feet

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

The alternate Frames are all bolted together.

The Butts of the Timbers are all morticed and tenoned close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is chocked with Butt at each end of the chock. No Chocks all square end timbers

The Main Kelson is composed of best British Oak and the False Kelson of

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

The Deck and Hold Beams are composed of best British & Jersey Oak

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

From the first Foothook Heads to the Light Water Mark of Dantzic pine

From the Light Water Mark to the Wales of Dantzic pine

The Wales and Black-strakes are of British & Dantzic Oak

The Topsides of Dantzic pine

The Sheer-strakes of Dantzic Oak

Decks, and state of, all new best Norway Deals

The Gunwales of Dantzic Oak

Water-ways of British Oak

The Shifts of the Planking are not less than five 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.

The Planking is wrought between.

Planking Inside.—The Clamps are composed of the Stringers of

The Bilge Planks of and the remainder of the Ceiling of

Fastenings.—To Hold Beams

Deck Beams fixed on the beam shelves and double knees of Oak

Number of Breasthooks four Pointers Crutches

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

Bilge and Footwaling bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name who has lengthened the Vessel Thomas Sillis

Surveyor's Name Thomas Sillis Agent to Lloyd's Register



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

She has SAILS.

CABLES, &c.

ANCHORS.

| N <sup>o</sup> . |   | Fathoms. | Chain                              | Inches. | N <sup>o</sup> . |                       |
|------------------|---|----------|------------------------------------|---------|------------------|-----------------------|
| 1                | Fore Sails,                               | 75       | Chain                              | 13/16   | 2                | Bower,                |
| 1                | Fore Top Sails,                           | 84       | Chain                              | 14/16   | 1                | Stream,               |
| 2                | Fore Topmast Stay Sails,                  | 70       | <del>Chain</del> Stream Cable..... | 13/16   | 1                | Kedge,                |
| 2                | Main Sails,                               | 94       | Hawser                             | 6       |                  | All of proper weight. |
| 1                | Main Top Sails,                           | 90       | Towlines                           | 5 1/2   |                  |                       |
| 2                | <del>Main</del> <sup>404</sup> Top Sails, | 70       | Warp                               | 4       |                  |                       |
|                  | 2 <sup>Libs</sup> Galt <sup>+</sup> Sails |          | All of <u>best</u> quality.        |         |                  |                       |

Her Standing and Running Rigging is entirely new sufficient in size and good in quality.

She has one Long Boat and one Tolly Boat

The present state of the Windlass is Patent Ferry <sup>4<sup>th</sup></sup> ~~Capstan~~ and Rudder very good <sup>Patent</sup> Wheel

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

The Vessel has just been lengthened 10 feet 2 inches  
from 2 feet 6 inches, these repairs made by Mr Thomas  
Salk - This Vessel was built in a very superior manner.

If Sheathed, Doubled, or Felted, Sheathed with Copper & Paper

and Date when last done 20 July 1837.

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

The Amount of the Fee.....£ 11 : 10 : 6 is received by me,

Committee Minute

1837

Character assigned



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Foundation