

No. 166 Survey held at London Date 24 Decr 1836  
on the Barque Wilmet Master J. Dunning  
Tonnage 687 Built at Newcastle When built Sept 1836  
By whom built J. King Owners J. McIl Wilmet  
Port belonging to St. Peter N.B. Destined Voyage London New Orleans  
If Surveyed Afloat or in Dry Dock Dry Dock

Length aloft.....<sup>Feet.</sup><sub>130</sub> <sup>Inches.</sup><sub>2</sub> Extreme Breadth .....<sup>Feet.</sup><sub>27</sub> <sup>Inches.</sup><sub>5</sub> Depth of Hold .....<sup>Feet.</sup><sub>2</sub> <sup>Inches.</sup><sub>1</sub>

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each			
Floors..... <u>Paulownia</u> sided		Moulded	
1 <sup>st</sup> Foothooks..... "		"	
2 <sup>nd</sup> Ditto..... "		"	
3 <sup>rd</sup> Ditto..... "	12	"	10 1/2
Top Timbers..... "	12	"	8
Deck Beams..... Number of..... <u>18</u>	14 1/2	"	13 1/2
Hold Beams..... Do. Do.....	15	"	15
Keel..... "		"	
Kelsons..... "	15	"	14

Thickness of Plank.

Outside.	Inches	Inside.	Inches
Keel to Bilge.....	4	Foot Waling.....	4
Bilge Planks.....	7	Bilge Planks..... <u>5. 4. 6. 13. 14.</u>	
Bilge to Wales.....	4	Ceiling in Flat.....	4
Wales.....	7	Ditto Bilge to Clamp.....	4
Topsides.....	4	Hold Beam Clamps.....	7 1/2
Sheer Strakes.....	5	Deck Beam Ditto.....	6
Plank Sheers.....	5	Ceiling 'twixt Decks.....	4
Water-ways.....	8 1/2	Hold Beam Shelves.....	9 + 16.
Upper Deck.....	4	Deck Beam ditto.....	7 + 15.

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....	1	Hold Beam.....	
Scarphs of Keel..... N°.		Butt End Bolts..... <u>3/4</u>		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....	3		
Kelson ditto.....				same in Iron above the Copper.....	
Transoms and throats of Hooks.....					
Arms of Hooks.....					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Red Pine African Oak & Spruce and are \_\_\_\_\_ free from all defects. as far as possible

Her Floors and first Foothooks are composed of Birch Timber.

Her other Foothooks and Top Timbers of Spruce & Pine 2 1/2 thickness of Birch & Maple

Her Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N.B. When reported by you less than the prescribed Rule, then 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 all in square well squared

The alternate Frames are \_\_\_\_\_ bolted together.

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 Birch and the False Kelson of Birch

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

The Deck and Hold Beams are composed of Pine

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

From the first Foothook Heads to the Light Water Mark of Birch & Pine

From the Light Water Mark to the Wales of Pine

The Wales and Black-strakes are of Red Pine & Spruce

The Topsides of Spruce

The Sheer-strakes of Oak & Spruce

The Gunwales of Pine Water-ways of Spruce

The Shifts of the Planking are not less than 3 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 3 & 2 between.

Planking Inside.—The Clamps are composed of Pine

The Bilge Planks of Birch and the remainder of the Ceiling of Pine & Birch

Fastenings.—To Hold Beams Low double L & Hooked Straps well bolted

Deck Beams Low double L & Straps well bolted

Number of Breasthooks 4 Pointers 3 Crutches \_\_\_\_\_

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

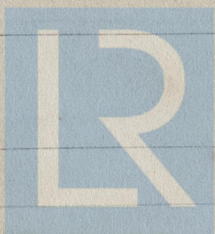
Bilge and Footwaling Copper bolted through and clenched.

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 \_\_\_\_\_



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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> .
//	Fore Sails,	220	Chain .....	1 1/8	3
//	Fore Top Sails,	100	Hempen Stream Cable.....	10	1
//	Fore Topmast Stay Sails,	80	Hawser .....	7	11
/	Main Sails,	80	Towlines .....	5	
//	Main Top Sails,		Warp .....		
	and <u>well found in other</u>		All of <u>first</u> quality.		

Her Standing and Running Rigging is all new sufficient in size and \_\_\_\_\_ in quality.

She has 4 Long Boat and Pinnace & Sloop Boat

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

2 Wood Pumps good

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

Leath down sheathed with copper on paper Decr 1836

+ Chart from Mr. Saml. Allen's Lett. date  
30 Jan'y 1837  
"Wilnot had no stape stanchions in  
her hanging knees prior to leaving this  
Port"  
C. G.

A well built ship materials in light and copper fastened to 13 feet Deck stringer  
bolted in alternate timbers in parts in every timber. Clamps below bolted in alternate  
timber lower stringers bolted in alternate timbers in parts in every timber Clamps below  
bolted in every timber 2 Stroke of 7 inch 4 feet <sup>below lower stringer</sup> bolted in alternate timbers upper one with  
iron the lower with copper bolts. A Pelge by 13+14 runs fore and aft. bolted to every  
timber 2 Painters aft bolted to wing spars and 2 fore knees. A bent three parts  
of Greenall through. fit to carry 800 & 1000 lbs. cargo with perfect safety.

If Sheathed, Doubled, or Felted, sheathed with copper on paper Decr 1836.

and Date when last done \_\_\_\_\_

And same of opinion this Vessel should be Classed 4. A.

The Amount of the Fee.....£ 3 : 3 : 0 is received by me, Wm. H. Burdett

Committee Minute 16 Dec<sup>r</sup> 1836

Character assigned

A1 for 4 years when the  
additional 8 H. knees put in

Inform Liverpool Surveyors

No character - insert

Wants additional fastenings

Com. Min: 2 Feb 1837