

5709

No. 5709 Survey held at Liverpool Date 13. October 1843  
on the Schooner Myra Master J. Fletcher  
Tonnage 87 Built at Southampton When built 1828  
By whom built Owners J. B. Carr  
Port belonging to London Destined Voyage Cuba

If Surveyed Afloat or in Dry Dock See Jersey No. 94

Length aloft	70	Feet. Inches	Extreme Breadth	14	5	10	Feet. Inches	Depth of Hold	10	3	10	Feet. Inches	
<b>Scantlings of Timber.</b>													
Timber and Space	each	22	Inches.	Moulded	18	Inches Middle	Inches Ends	<b>Thickness of Plank.</b>					
Floors	sided	4						<b>Outside.</b>			<b>Inside.</b>		
1st Foothooks	"	"	"	"	"	"	"	Keel to Bilge		Foot Waling		3	
2nd Ditto	"	"	"	"	"	"	"	Bilge Planks		Bilge Planks		3	
3rd Ditto	"	"	"	"	"	"	"	Bilge to Wales		Ceiling in Flat		3	
Top Timbers	"	7	"	6	"	"	"	Wales	3 1/2	Ditto Bilge to Clamp		2 1/2	
Deck Beams	N° of	8 1/2	"	8 1/2	"	"	"	Topsides	2	Hold Beam Clamps			
Hold Beams	N° of	"	"	"	"	"	"	Sheer Strakes	2 1/2	Deck Beam Ditto		3 x 3 1/2	
Keel	"	"	"	"	"	"	"	Plank Sheers	2 1/2	Ceiling 'twixt Decks			
Kelsons	"	9	"	12	"	"	"	Water-Ways	5	Hold Beam Shelves			
<b>Size of Bolts in Fastenings.</b>													
<b>Copper.</b>				<b>Copper.</b>				<b>Iron.</b>					
Heel-Knee, and Dead Wood abaft				Bolts thro' the Bilge and Foot Waling				Hold Beam					
Scarphs of Keel	N°			Butt End Bolts	all same strength			Deck Beam					
Floor Timber Bolts				Lower Pintle of the Rudder				same in Iron above the Copper					
Kelson ditto													
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 \_\_\_\_\_ Inches. The Stem, Stern Post, are composed of Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Oak and are \_\_\_\_\_ free from all defects.

The Floors and first Foothooks are composed of Oak Timber.

The other Foothooks and Top Timbers of Oak all appropiate

The Shifts of the first and second Foothooks are not less than \_\_\_\_\_ N. B. When less than prescribed by the Rule, 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 \_\_\_\_\_

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 \_\_\_\_\_ 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 \_\_\_\_\_ and the False Kelson of \_\_\_\_\_

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

The Deck and Hold Beams are composed of Oak appear to be good

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of Oak

The Wales and Black-strakes are of Oak The Topsides of Fir

The Sheer-strakes and Plank-sheers of Oak The Water-ways of Oak

The Decks of Fir State of all good

The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_ between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Fir the Bilge Planks of Fir

The Ceiling, Lower Hold, of Fir Between Decks of \_\_\_\_\_

Shelf Pieces of Oak Clamps of Fir

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams double wood Hodgory Nails & Chops

Number of Breasthooks unsuitable Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

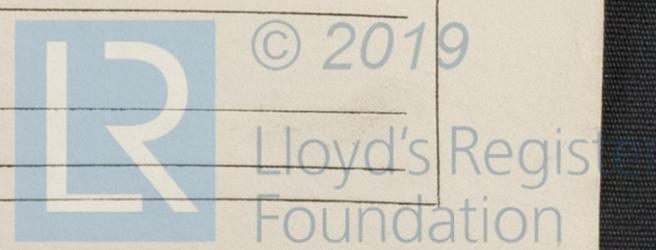
Bilge and Footwaling Copper bolted through and clenched.

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 \_\_\_\_\_



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .		Fathoms.	Inches.	N <sup>o</sup> .	
//	Fore Sails,	<u>90</u>	Chain <u>75</u> <u>24</u> <u>5</u> <u>5</u>	//	Bower,
//	Fore Top Sails,	<u>180</u>	Hempen Stream Cable <u>5</u>		Stream,
//	Fore Topmast Stay Sails,		Hawser .....	/	Kedge,
//	Main Sails,		Towlines .....		
	Main Top Sails,		Warp .....		
	and <u>well found in other sails</u>		All of <u>good</u> quality.		

Her Standing and Running Rigging all sufficient in size and good in quality.

She has 4 Long Boat and July Boat

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

2 Pumps

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

*It is stated that this vessel was originally a pleasure boat—was lengthened & raised at Jersey about 5 years since—last of 2 years there was sheathed with copper in 39 or 40 to 9 feet*

*I now in an efficient state of repair fit to carry any & possible cargoes with safety*

If Sheathed, Doubled, Felted, or Coppered to 9 feet When last done Said to be done in 1839 or 40

I am of opinion this Vessel should be Classed F. 1. Robert Harrington

The Amount of the Fee.....£ 1 : — : is received by me,  
Special .....£ 1 : — :

Committee's Minute 17th October 1843

Character assigned F. 1.  
[Signature]



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