

No. 8188 Survey held at Liverpool Date Rec 27/5/47 May 1847  
 on the Blug Envy Master Jas Kew  
 Tonnage 146 Built at Talmaguch. or S When built September 1846  
 By whom built \_\_\_\_\_ Owners J. Haycock  
 Port belonging to Wells Destined Voyage Namur  
 If Surveyed Afloat or in Dry Dock Afloat & Dry Dock

Length aloft	Feet. 85	Inches. 9 1/2	Extreme Breadth	Feet. 2	Inches. 6 1/2	Depth of Hold	Feet. 11	Inches. 9 1/2
Scantlings of Timber.			Thickness of Plank.					
Timber and Space.....	each	26	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors.....	sided	12	Moulded	12	Keel to Bilge	3	Foot Waling	1 1/2
1 <sup>st</sup> Foothooks.....	"	11	"	12	Bilge Planks	4	Bilge Planks	4
2 <sup>nd</sup> Ditto.....	"	10	"	7 1/2	Bilge to Wales	3	Ceiling in Flat	2 1/2
3 <sup>rd</sup> Ditto.....	"	10	"	7 1/2	Wales	3	Ditto Bilge to Clamp	2
Top Timbers.....	"	6	"	6	Topsides	4	Hold Beam Clamps	6
Deck Beams N <sup>o</sup> 17	Average Space } about 4 feet	11	"	10	Sheer Strakes	4	Deck Beam Ditto.....	5
Hold Beams N <sup>o</sup> 7	Average Space }	9	"	10	Plank Sheers.....	4	Ceiling 'twixt Decks	2 1/2
Keel.....	"	10	"	13	Water-Ways.....	3	Hold Beam Shelves	
Kelsons.....	"	11	"	12	Upper Deck.....	2 1/2	Deck Beam Ditto.....	6 + 9

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood abaft	Inches. <u>      </u>	<b>Copper or Iron.</b>	Inches. <u>      </u>	Hold Beam	Inches. <u>      </u>
Scarp of Keel	N <sup>o</sup> . <u>      </u>	Bolts thro' the Bilge and Foot Waling	<u>      </u>	Deck Beam	<u>      </u>
Floor Timber Bolts	<u>      </u>	Butt End Bolts	<u>      </u>		
Kelson ditto	<u>      </u>	Lower Pintle of the Rudder	<u>2</u>		
Transoms and throats of Hooks	<u>      </u>				
Arms of Hooks	<u>      </u>				

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

The Floors and first Foothooks are composed of Birch Timber.

The other Foothooks and Top Timbers of Spruce Birch & Oak in last

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 Spruce and the False Kelson of Same

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

The Deck and Hold Beams are composed of Pine

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

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

From the Light Water Mark to the Wales of Spruce

The Wales and Black-strakes are of Spruce The Topsides of Same

The Sheer-strakes and Plank-sheers of Spruce The Water-ways of Same

The Decks of Yellow pine State of       

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

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

The Ceiling, Lower Hold, of Birch Between Decks of Spruce

Shelf Pieces of Spruce Clamps of Same

**Fastenings.**—To Hold Beams double wood in run & knees & clamps all well bolted

Deck Beams double oak & spruce all well bolted

Number of Breasthooks 4 2 Pointers one Crutches       

Butts End Bolts are of Iron in the Bottom, and 2 Bolt, in each Butt End through and clenched.

Bilge and Footwaling Iron 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 Signature \_\_\_\_\_ Surveyor's Signature Robert W. Harrison



4700-6657



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,	150	Chain <u>Tested</u>	1	11	Bower, <u>11 0 4 8 0 10</u>
	Fore Top Sails,	75	Hempen Stream Cable	5 1/2	1	Stream,
	Fore Topmast Stay Sails,		Hawser			Kedge,
	Main Sails,	75	Towlines	3 1/2		
	Main Top Sails,		Warp			
	and <u>one new set</u>		All of <u>good</u> quality.			

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

She has 1 Long Boat and gally

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

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

*Opened in accordance with Rule. Several ~~lots~~ of Frames during the better part  
and timber as stated. Add 3 Hold beams with double iron Lagging knees, 60 inches, 12 inches  
Connects Mast hook with Iron. Run many through Iron bolts in plating all through  
thoroughly leached & bleached several times*

*In the most efficient state of repair for service  
Probable to carry to & from all parts of the World*

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed 4 A1

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

Special .....£ 2 : 2 :

Certificate (if required) .....£ : :

Committee's Minute 28<sup>th</sup> May 1847

Character assigned A1 for 4 years



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Lloyd's Register  
Foundation

*Examined - 1847*