

No.

Survey held at

London

Date

April 2<sup>nd</sup>

1839

5108

on the

S<sup>th</sup> Wave

Master

Pugsley

Tonnage

157

Built at

Prince Edward Island

When built

1830

By whom built

Owners

Pugsley &amp; Co

Port belonging to

Bideford

Destined Voyage

Liverpool

If Surveyed Afloat or in Dry Dock

Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

## Scantlings of Timber.

Timber and Space	each	Inches.	Inches Middle	Inches Ends
Floors..... sided		12 $\frac{1}{2}$	Moulded	11 $\frac{1}{2}$
1 <sup>st</sup> Foothooks.....	"	10 $\frac{1}{2}$	"	"
2 <sup>nd</sup> Ditto.....	"	"	"	"
3 <sup>rd</sup> Ditto.....	"	"	"	"
Top Timbers.....	"	8	"	6
Deck Beams....Number of	Sixteen	10	"	10
Hold Beams....Do....do	Eight	10	"	10
Keel.....	"	"	"	"
Kelsons.....	"	15	"	10
		13	"	13

## Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	3 $\frac{1}{2}$
Bilge Planks.....		Bilge Planks.....	3 $\frac{1}{2}$
Bilge to Wales.....		Ceiling in Flat.....	2 $\frac{1}{2}$
Wales.....		Ditto Bilge to Clamp.....	2 $\frac{1}{2}$
Topsides.....		Hold Beam Clamps.....	5 $\frac{1}{2}$
Sheer Strakes.....		Deck Beam Ditto.....	4 $\frac{1}{2}$
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2 $\frac{1}{2}$
Water-ways.....	6	Hold Beam Shelves.....	0
Upper Deck.....	2 $\frac{1}{2}$	Deck Beam ditto.....	

## Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Keel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....	1	Hold Beam.....	
Scarp of Keel.....No.		Butt End Bolts.....	1	Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks.....					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 $\frac{1}{2}$  Inches. The Space between the Top-timbers is 24.3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Black Birch and are free from all defects.

Her Floors and first Foothooks are composed of Black Birch Timber.

Her other Foothooks and Top Timbers of Juniper & Hackmatack

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 fairly squared from the first Foothook Heads upwards, and          free from sap, and from thence downwards, the frame is         

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 Black Birch and the False Kelson of American Elm

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

The Deck and Hold Beams are composed of Juniper & Pine

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

From the first Foothook Heads to the Light Water Mark of ditto

From the Light Water Mark to the Wales of Juniper

The Wales and Black-strakes are of ditto

The Topsides of ditto

The Sheer-strakes of ditto Decks, and state of, Yellow Pine

The Gunwales of Oak Water-ways of ditto

The Shifts of the Planking are not less than four 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.

**Planking Inside.**—The Clamps are composed of Yellow Pine the Stringers of Yellow Pine

The Bilge Planks of Black Birch and the remainder of the Ceiling of Yellow Pine

**Fastenings.**—To Hold Beams Double lodging Oak Knives & Shelf

Deck Beams Double lodging Hackmatack Knives

Number of Breasthooks Four Pointers          Crutches         

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

Bilge and Footwaling Iron bolted through and clenched.

General Quality of Workmanship Fair

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

Builder's Name

Surveyor's Name

W. M. D. S. M.



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Lloyd's Register  
Foundation

10484-0484



5708 *Don*

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,	<i>100</i>	Chain .....	<i>1</i>	<i>2</i>	Bower,
	Fore Top Sails,	<i>90</i>	Hempen Stream Cable.....	<i>7</i>	<i>1</i>	Stream,
	Fore Topmast Stay Sails,	<i>90</i>	Hawser .....	<i>5</i>	<i>1</i>	Kedge,
	Main Sails,	<i>90</i>	Towlines .....	<i>4</i>		All of proper weight.
	Main Top Sails,	<i>90</i>	Warp .....	<i>3 1/2</i>		
and			All of <i>good</i> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and *good* in quality.

She has *One* Long Boat and *Jolly Boat*

The present state of the Windlass is *good* Capstan *none* and Rudder *good*

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

*Is built of good materials of the description & well  
fastened and is altogether a better class of a vessel,  
so what is usually built on the same at long*

If Sheathed, Doubled, or Felted, *Single*

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

And *Sam* of opinion this Vessel should be Classed *4 A 1* *W. M. D. M.*

The Amount of the Fee.....£ *2 : 2 :* — is received by me, *W. M. D. M.*

Committee Minute *5 April* 183*9*

Character assigned *A 1 for 4 Years* *W. M. D. M.*



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