

No. 130 Survey held at London Date Nov 30 1840
 on the Big Velocity Master Boyd
 Tonnage 130 Built at Nova Scotia When built. 1840
 By whom built Boyd Owners Boyd
 Port belonging to London Destined Voyage to
 Surveyed at in Dry Dock Mr. J. C. Youngs

Length aloft 107 Feet. 13 Inches. Extreme Breadth 10 Feet. 9 Inches. Depth of Hold 10 Feet. 6 Inches.

Scantlings of Timber.

Timber and Space	each	inches	inches	inches	inches
		sided	Moulded	Middle	Ends
Floors					
1 st Foothooks					
2 nd Ditto					
3 rd Ditto					
Top Timbers					
Deck Beams	N ^o . of <u>15</u>				
Hold Beams	N ^o . of				
Keel					
Kelsons					

Thickness of Plank.

	Outside.	Inside.	inches	inches
Keel to Bilge		Foot Waling		
Bilge to Bilge		Bilge Planks		
Bilge to Wales		Ceiling in Flat		
Wales		Ditto Bilge to Clamp		
Topsides		Hold Beam Clamps		
Sheer Strakes		Deck Beam Ditto		
Plank Sheers		Ceiling 'twixt Decks		
Water-Ways		Hold Beam Shells		
Upper Deck		Deck Beam Ditto		

Size of Bolts in Fastenings.

	Copper.	Iron.	inches	inches
Bolts thro' the Bilge and Foot Waling		Hold Beam		
Butt End Bolts		Deck Beam		
Lower Pintle of the Rudder				
		same in Iron above the Copper		

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

The Floors and first Foothooks are composed of Hackmatack Timber.

The other Foothooks and Top Timbers of Hackmatack

The Shifts of the first and second Foothooks are not less than substan N.B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not seen

The Frame is not squared from the first Foothook Heads upwards, and not free from sap, and from thence downwards, the frame is not

The alternate Frames are not bolted together. N.B. If not, state how bolted.

The Butts of the Timbers are not close together; their thickness not less than not of the entire moulding at that place.

The Frame is not choaked with not Butt at each end of the choak.

The Main Kelson is composed of American Elm and the False Kelson of Pine

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck not Beams are composed of White Pine

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

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

From the Light Water Mark to the Wales of Birch & White Pine

The Wales and Black-strakes are of Hackmatack The Topsides of White Pine

The Sheer-strakes and Plank-sheers of not The Water-ways of Hackmatack

The Decks of White Pine State of very good

The Shifts of the Planking are not less than 2 1/2 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. badly shifted The Planking is wrought generally two between

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

The Ceiling, Lower Hold, of Pine Between Decks of not

Shelf Pieces of Hackmatack Clamps of White Pine

Fastenings.—To Hold Beams not

Deck Beams double iron bolting one to each beam & not

Number of Breasthooks four Pointers two Crutches one

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

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship very good

We certify that the preceding is a correct description of the above-mentioned vessel.

Builder's Name not

Surveyor's Name not

7022 *Lon*

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .	Fathoms.		Inches.	N ^o .	
Fore Sails,		Chain		Bower,	
Fore Top Sails,		Hempen Stream Cable		Stream,	
Fore Topmast Stay Sails,		Hawser		Kedge,	
Main Sails,		Towlines			
Main Top Sails,		Warp			
and		All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is *good* Capstan *good* and Rudder *good***General Remarks—Statement and Date of Repairs.**

At the present time, Caulked the Bottom, & *lapped*
 Refastened all the Butts with a three bolt in each
 butt & clenched on the ceiling. *Set* an iron
Cap to secure the heels of Mast Timbers
 and a pair of Iron promissers to the Stern frame
 The Materials used in Building the vessel
 are very good of the sort. The workmanship
 superior to many of that build.

The shifting of the planks are very badly managed
 in ~~very~~ ^{some} places not more than 13 feet ships, with
 lengths to have 7 feet without difficulty

If Sheathed, Doubled, Felted, or Coppered *Coppered on paper* When last done *1840*I am of opinion this Vessel should be Classed *A1*The Amount of the Fee.....£ 2 : : is received by me, *[Signature]*

Special£ : :

Committee's Minute *9th Dec 1840*Character assigned *A1 for 4 Dec 1840*

© 2019

Lloyd's Register
Foundation