

No.                      Survey held at London Date July 19<sup>th</sup> 1847  
 on the Schooner Pearl Master Richard Hudson  
 Tonnage 92 Built at Dugboda When built 1842  
 By whom built H. Smith Owners H. Smith  
 Port belonging to Dugboda Destined Voyage Coastwise  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.
<b>Scantlings of Timber.</b>					
Timber and Space	each	Feet. Inches.	Feet. Inches.	Feet. Inches.	Feet. Inches.
Floors	each	9 1/2	10 1/2		
1 <sup>st</sup> Foothooks	"	8	"		
2 <sup>nd</sup> Ditto	"	"	"		
3 <sup>rd</sup> Ditto	"	"	"		
Top Timbers	"	6	5		
Deck Beams ... N <sup>o</sup> . of 13	"	9	9		
Hold Beams ... N <sup>o</sup> . of	"	"	"		
Keel	"	"	"		
Kelsons	"	11	14		
<b>Thickness of Plank.</b>					
		<b>Outside.</b>		<b>Inside.</b>	
		Feet. Inches.	Feet. Inches.	Feet. Inches.	Feet. Inches.
		Keel to Bilge		Foot Waling	3
		Bilge Planks		Bilge Planks	4
		Bilge to Wales		Ceiling in Flat	2 1/2
		Wales		Ditto Bilge to Clamp	2 1/2
		Topsides		Hold Beam Clamps	
		Sheer Strakes		Deck Beam Ditto	3 1/2
		Plank Sheers	3	Ceiling 'twixt Decks	
		Water-Ways	3 1/2	Hold Beam Shelves	
		Upper Deck	2 1/2	Deck Beam Ditto	

<b>Copper.</b>		<b>Copper.</b>		<b>Iron.</b>	
Heel-Knee, and Dead Wood shaft		Bolts thro' the Bilge and Foot Waling		Hold Beam	
Scarphs of Keel ... N <sup>o</sup> .		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Part of the Rudder			
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 1 1/2 Inches. The Space between the Top-timbers is 2 3/4 Inches. The Stem, Stern Post, are composed of Foreign Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Foreign Oak and are free from all defects.

The Floors and first Foothooks are composed of Yellow Pine, Elm & Oak Timber.

The other Foothooks and Top Timbers of Oak & Red Pine

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 not squared from the first Foothook Heads upwards, and not 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                      checked with                      Butt at each end of the chock.

The Main Kelson is composed of Red Pine and the False Kelson of American Oak

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

The Deck and Hold Beams are composed of Yellow Pine & Saurch

**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 Yellow Pine

From the Light Water Mark to the Wales of ditto

The Wales and ~~Wales~~ are of American Oak The Topsides of Elm

The Sheer-strakes and Plank-sheers of Black Birch & Elm The Water-ways of Yellow Pine

The Decks of Yellow Pine State of fair quality

The Shifts of the Planking are not less than four 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 Side of the hull the Planking is wrought 1/2 & 3/4 between

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

The Ceiling, Lower Hold, of Yellow Pine Between Decks of                     

Shelf Pieces of                      Clamps of Yellow Pine

**Fastenings.**—To Hold Beams

Deck Beams secured with shrouds & dunnage to the frame & secured to the timbers

Number of Breasthooks Three Pointers                      Crutches                     

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

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship Rough & indifferent

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

Builder's Name                     

Surveyor's Name Richard Hudson

8931 *Lon*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.		fathoms.	N <sup>o</sup> .	
	Fore Sails,	150	Chain .....	2 1/2	2	Bower,
	Fore Top Sails,	00	Hempen Stream Cable .....	6	1	Stream,
	Fore Topmast Stay Sails,	00	Hawser .....	4 1/2	1	Kedge,
	Main Sails,	80	Towlines .....	3 1/2		
	Main Top Sails,	00	Warp .....	5		
and			All of <u>good</u> quality.			

Her Standing and Running Rigging \_\_\_\_\_ sufficient in size and good in quality.She has One Long Boat and \_\_\_\_\_The present state of the Windlass is good Capstan new and Rudder good**General Remarks — Statement and Date of Repairs.**

*This is a very indifferent built vessel materials not of the best quality. Her bows waring & sloppy the Sealing badly shifted and not sufficient fastenings to the Beams —*

*Has on through fastenings and all the buench American Pine*

*I am of opinion if the vessel had tramping Iron hoops to cross, oak beams, a stronger bottom to the beams & keelson, and other bulges & bulks better through & clewed she might be safe. 4A*

If Sheathed, Doubled, Felted, or Coppered Single When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee ..... \$ / : : is received by me, \_\_\_\_\_

Special ..... \$ : : \_\_\_\_\_

Committee's Minute 22<sup>nd</sup> July 1842Character assigned 1<sup>st</sup> Class

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