

No. 123 Survey held at Lynn Date 17 April 1838  
 on the New Ship belonging to Master Wm Richardson  
 Tonnage 173 Built at Lynn When built 1838  
 By whom built Wm Richardson Owners \_\_\_\_\_  
 Port belonging to \_\_\_\_\_ Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock \_\_\_\_\_

Length aloft.....<sup>Feet.</sup>32<sup>Inches.</sup>0 Extreme Breadth .....<sup>Feet.</sup>22<sup>Inches.</sup>4 1/2 Depth of Hold .....<sup>Feet.</sup>14<sup>Inches.</sup>0

Scantlings of Timber.					Thickness of Plank.				
					Outside.		Inside.		
Timber and Space..... each	Inches.		Inches.	Inches.		Inches.		Inches.	
Floors..... sided	<u>10 1/2</u>	Moulded	<u>11 1/2</u>	<u>9</u>	Keel to Bilge .....	<u>3</u>	Foot Waling.....	<u>3</u>	
1 <sup>st</sup> Foothooks..... "	<u>9</u>	"	<u>11</u>	<u>7 1/2</u>	Bilge Planks.....	<u>3 1/2</u>	Bilge Planks.....	<u>3</u>	
2 <sup>nd</sup> Ditto..... "	<u>8 3/4</u>	"	<u>8 1/2</u>	<u>7</u>	Bilge to Wales.....	<u>3</u>	Ceiling in Flat.....	<u>2 1/2</u>	
3 <sup>rd</sup> Ditto..... "	<u>8</u>	"	<u>6 1/2</u>	<u>6</u>	Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2 1/2</u>	
Top Timbers .....	<u>7</u>	"	<u>5</u>	<u>5 1/2</u>	Topsides .....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>3</u>	
Deck Beams..... Number of <u>24</u>	<u>9</u>	"	<u>9 1/2</u>	<u>7 1/2</u>	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>	
Hold Beams..... Do Do <u>11</u>	<u>10 1/2</u>	"	<u>9</u>	<u>9</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks .....	<u>2</u>	
Keel .....	<u>11</u>	"	<u>9</u>		Water-ways .....	<u>3 1/4</u>	Hold Beam Shelves .....	<u>4</u>	
Kelsons .....	<u>13</u>	"	<u>15</u>		Upper Deck .....	<u>3</u>	Deck Beam ditto .....		

Copper.		Copper.		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft .....	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1 1/2</u>
Scarphs of Keel..... N <sup>o</sup> . <u>6</u>	<u>7/8</u>	Butt End Bolts .....	<u>5/8</u>	Deck Beam .....	<u>3/4</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder .....	<u>2 1/2</u>		
Kelson ditto.....	<u>1</u>				
Transoms and throats of Hooks .....	<u>1</u>			same in Iron above the Copper .....	
Arms of Hooks .....	<u>7/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are quite free from all defects.

Her Floors and first Foothooks are composed of English oak Timber.

Her other Foothooks and Top Timbers of English oak

Her Shifts of the first and second Foothooks are not less than four feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 4 1/2 feet

The Frame is all squared from the first Foothook Heads upwards, and are free from sap, and from thence downwards, the frame is unsquared

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/8 of the entire moulding at that place.

The Frame is principally chocked with a Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of English oak

The Scarphs of the Kelsons are not less than 4 feet 6 inches.

The Deck and Hold Beams are composed of English oak

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

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of English oak

The Wales and Black-strakes are of English oak

The Topsides of English oak

The Sheer-strakes of English oak

The Gunwales of English oak Water-ways of English oak

The Shifts of the Planking are not less than 6 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 English oak the Stringers of English oak

The Bilge Planks of English oak and the remainder of the Ceiling of English oak

**Fastenings.**—To Hold Beams Wood & Iron knees

Deck Beams Wood & Iron knees

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.

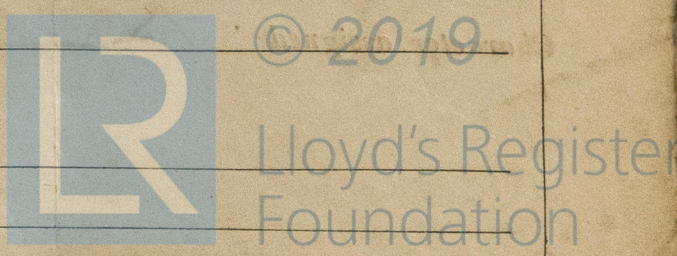
Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name Wm Richardson

Surveyor's Name W Goulard





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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .	Fathoms.	Chain .....	Stream, .....	N <sup>o</sup> .
		Hawser .....	Kedge, .....	
		Towlines .....	All of proper weight.	
		Warp .....		
		All of _____ quality.		

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

She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

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

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

*This Vessel has been three years building, having stood in her  
frame one year, has been surveying in the necessary stages of  
building, her timbers and plank are free from sap and  
well seasoned, the workmanship is very good. Her fastenings  
shift of planking, scantling of timbers, chocking &  
trimailing, fully accords with the Rules of the Society.*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

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

And Sam of opinion this Vessel should be Classed As Clean Years

1882 The Amount of the Fee ..... £ 1. 1. - is received by me, W. G. A. C.  
2. 2. - side letter 29/6/38

Committee Minute 1<sup>st</sup> May 1838

Character assigned AD 11 Years AB



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