

768

No. 70 Survey held at Milford Date 25 June 1838
on the Smack Henry Master J. Holman
Tonnage 39 Built at Bristol When built 1833
By whom built Tucker & Co. Owners Gayer Starbuck Esq.
Port belonging to Milford Destined Voyage Coasting
If Surveyed Afloat or in Dry Dock On the Ways

Length aloft 43 Feet 11 Inches Extreme Breadth 14 Feet 6 Inches Depth of Hold 8 Feet 6 Inches

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

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. — The Space between the Top-timbers is 3 Inches. — The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Oak and are free from all defects.
Her Floors and first Foothooks are composed of Oak & other Hard Timber.
Her other Foothooks and Top Timbers of Oak
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 well 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 well chocked with Butt at each end of the check. additional Timbers
The Main Kelson is composed of Oak and the False Kelson of
The Scarphs of the Kelsons are not less than four feet inches.
The Deck and Hold Beams are composed of Pine

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Elm
From the first Foothook Heads to the Light Water Mark of Oak
From the Light Water Mark to the Wales of Oak
The Wales and Black-strakes are of Oak
The Topsides of Oak
The Sheer-strakes of 3
The Gunwales of 6 Water-ways of
The Shifts of the Planking are not less than 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.
The Planking is wrought well between.

Planking Inside.—The Clamps are composed of Deal the Stringers of Deal
The Bilge Planks of Elm & Hard Wood and the remainder of the Ceiling of all Deal

Fastenings.—To Hold Beams
Deck Beams Wood knees doubled and well Bolted
Number of Breasthooks three Pointers Crutches
Butts End Bolts are of 3/8 in the Bottom, and 3/4 Bolt in each Butt End through and clenched.
Bilge and Footwaling 3/4 bolted through and clenched.
General Quality of Workmanship is well wrought

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

Builder's Name
Surveyor's Name David Pinfest



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

She has SAILS. all New CABLES, &c. Good ANCHORS. Good

N ^o .		Fathoms.		Inches.	N ^o .	
7	Fore Sails,	100	Chain	3/8	2	Bower,
/	Fore Top Sails,	/	Hempen Stream Cable.....	3	/	Stream,
	Fore Topmast Stay Sails,	/	Hawser	2	2	Kedge,
/	Main Sails,	2	Towlines	1 1/2		All of proper weight.
	Main Top Sails,	/	Warp	1 1/2		
and 3 jibs all New		-	All of <u>the best</u> quality.			

Her Standing and Running Rigging is nearly new sufficient in size and Good in quality.

She has One ~~Long~~ Boat and carried on Deck

The present state of the Windlass is Good ~~Capstan~~ and Rudder New

General Remarks—Statement and Date of Repairs.

This Vessel was sold here last year and purchased by her present owner, Mr. G. Starbuck the Agent for Lloyds he immediately hauled her on the Carpenters Ways—And opened her fore and aft took out all the Ceiling and Cabin with a great proportion ~~of the~~ of the frame and retimbered her with English Oak Shifted all the Planks necessary on the outside—And Ceiled her with all New Red Pine She is well fastened with Greenails and Bolts in fact she was nearly rebuilt with a new Suit of Sails New Cabin and nearly new Decks She is decidedly much better now than first built because her scantling Generally are much larger, No Expence was spared in her repairs and outfit Mr. Starbuck ^{states} the cost now at £280—A sum sufficient to build a new Hull of the size—

Therefore I can safely certify "That she is fit for the safe
"Conveyance of dry and perishable cargoes to and from all
"Parts of the World ———"

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And I am of opinion this Vessel should be Classed AE*

The Amount of the Fee.....£ 0 : 10 : 6 is received by me,

David Phipps Surveyor

Committee Minute 13 July 1832

Character assigned A 1 for 6 years

HA

LB



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Lloyd's Register
Foundation

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