

No. 104 Survey held at Milford Date 12 November 1839  
 on the New Schooner John V Mary Master Edward Odger  
 Tonnage 182 <sup>56</sup>/<sub>100</sub> Built at Milford When built 1839  
 By whom built John Hegan Owners Phoebe Verdera & Charles Cooper  
 Port belonging to London Destined Voyage Math to Oram in Spain  
 If Surveyed ~~Afloat~~ or ~~in Dry Dock~~ on the carpenters Ways

Length aloft.....<sup>Feet.</sup>71<sup>Inches.</sup>6 Extreme Breadth .....<sup>Feet.</sup>20<sup>Inches.</sup>0 Depth of Hold .....<sup>Feet.</sup>11<sup>Inches.</sup>0

#### Scantlings of Timber.

Timber and Space.....	each	Inches	Inches Middle	Inches Ends
Floors.....	sided	11	Moulded	12 0
1 <sup>st</sup> Foothooks.....	"	9	"	8 "
2 <sup>nd</sup> Ditto.....	"	7	"	7 "
3 <sup>rd</sup> Ditto.....	"	6 1/2	"	7 9
Top Timbers .....	"	"	"	"
Deck Beams.....	Number of <u>12</u>	8	"	9
Hold Beams.....	Do. Do.	"	"	"
Keel .....	<u>British Elm</u>	11	"	13
Kelsons .....	<u>British Oak</u>	13	"	15

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge <u>Elm</u> .....	2 1/2	Foot Waling.....	2
Bilge Planks.....	4 1/2	Bilge Planks.....	4
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2
Wales .....	4 1/2	Ditto Bilge to Clamp.....	2
Topsides .....	2	Hold Beam Clamps.....	0
Sheer Strakes .....	2 1/2	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
Water-ways.....	4 1/2	Hold Beam Shelves.....	"
Upper Deck.....	2 1/2	Deck Beam ditto.....	"

#### Size of Bolts in Fastenings.

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. — The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of British Oak and are free from all defects.

Her Floors and first Foothooks are composed of British Oak Timber.

Her other Foothooks and Top Timbers of British Oak

Her Shifts of the first and second Foothooks are not less than 3 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 Three to four feet

The Frame is well squared from the first Foothook Heads upwards, and entirely free from sap, and from thence downwards, the frame is equally as good.

The alternate Frames are well bolted together.

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

The Frame is well chocked with 1 1/4 Butt at each end of the chock.

The Main Kelson is composed of British Oak and the False Kelson of

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

The Deck and Hold Beams are composed of British Oak

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

From the first Foothook Heads to the Light Water Mark of British Oak

From the Light Water Mark to the Wales of British Oak

The Wales and Black-strakes are of British Oak

The Topsides of British Oak

The Sheer-strakes of British Oak

The Gunwales of British Oak Water-ways of Red Pine

The Shifts of the Planking are not less than Four Feet Six 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 British Oak The Planking is wrought well between. the Stringers of British Oak

The Bilge Planks of British Oak and the remainder of the Ceiling of British Oak

**Fastenings.**—To Hold Beams

Deck Beams Wood and Iron knees

Number of Breasthooks Three Pointers One Crutches

Butts End Bolts are of Copper in the Bottom, and 5/8 Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship the very best in this Port

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

Builder's Name

Surveyor's Name

John Hegan  
David Robert

© 2021

Lloyd's Register  
 Foundation



Her Masts, Yards, &c. are in the best condition, and sufficient in size and length. being all new

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	fibbs	Fathoms.	Inches.	N <sup>o</sup> .		
2	Fore Sails,	160	Chain .....	1	2	Bower,
1	Fore Top Sails, <u>Topgallant Sail</u>	80	Hempen Stream Cable.....	5 1/2	1	Stream,
2	Fore Topmast Stay Sails,	90	Hawser .....	3 1/2	2	Kedge,
1	Main Sails,	80	Towlines .....	3	All of proper weight.	
1	Main Top Sails, <u>Gaff</u>	80	Warp .....	3		
and	<u>Fore &amp; Aft Top Sail</u>		All of <u>excellent</u> quality.			
2	Studding Sails					

Her Standing and Running Rigging is all new sufficient in size and the best patent in quality.

She has One Long Boat and One Jolly Boat

The present state of the Windlass is the best Capstan Winch and Rudder All new

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

This Vessel was built at this place within this present Year 1839 by Mr. John Hogan Ship Builder for Mr. Phebe Venderas and Charles Cooper both of London she is I understand intended for the Wine and Fruit trade She is very well built all of British Oak Copper fastened throughout save and except the Keel and Keelson

She is a very good model for sailing and also will carry a very fair cargo She has a neat Bust Figure Head and a very convenient Cabin and Fore Castle in short she is well fitted out with Masts Yards, Sails, and Rigging Chains and Anchors Boats &c. No expence having been spared from first to last consequently she is without exception a first rate Vessel and to be repaired after making her voyage back to London

If Sheathed, Doubled, or Felted, Single Bottom for this voyage  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed on the first letter for twelve years

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, Edward Forrest Surveyor

Committee Minute 15 Nov 1839

Character assigned A 1 for 12 years



© 20

Lloyd's Register  
Foundation

LRF-PUN-MIL768-67R