

290

*Reports*

No. 290 Survey held at Blymouth Date Nov<sup>r</sup> 30 1837.  
on the Brig Pioneer Master Jas Cook  
Tonnage 100 Built at North Yarmouth When built 1834. March  
By whom built M<sup>r</sup> Dreston Owners M<sup>r</sup> John Turner  
Port belonging to Blymouth Destined Voyage Uncertain

If Surveyed Afloat or in Dry Dock Hauled up at Shipwrights ways & finally afloat.  
See London Survey No 2811 Classed

Length aloft.....

Feet.	Inches.
66	3/10

 Extreme Breadth .. 17

Feet	Inches.
17	3/10

 Depth of Hold ..... 

Feet.	Inches.
10	3/10

**Scantlings of Timber.**

	Inches	Inches.	Inches
		Middle	Ends
Timber and Space..... each	22		
Floors..... sided	2 1/2	Moulded	9 1/2
1 <sup>st</sup> Foothooks..... "	0	"	"
2 <sup>nd</sup> Ditto..... "	"	"	"
3 <sup>rd</sup> Ditto..... "	"	"	"
Top Timbers .....	"	"	"
Deck Beams ... Number of ... <u>Three</u> ..	"	"	"
Hold Beams ... Do. ... Do. ....	"	"	"
Keel .....	"	"	"
Kelsons .....	"	"	"

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....		Foot Waling.....	
Bilge Planks .....		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 Shelves .....	
Upper Deck .....		Deck Beam ditto .....	

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft .....		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 Pintle of the Rudder .....			
Kelson ditto.....					
Transoms and throats of Hooks .....					
Arms of Hooks .....				same in Iron above the Copper .....	

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

Her Floors and first Foothooks are composed of \_\_\_\_\_ Timber.

Her other Foothooks and Top Timbers of \_\_\_\_\_

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 \_\_\_\_\_ 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 \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of \_\_\_\_\_ and the False Kelson of \_\_\_\_\_

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

The Deck and Hold Beams are composed of \_\_\_\_\_

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

From the first Foothook Heads to the Light Water Mark of \_\_\_\_\_

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Topsides of \_\_\_\_\_

The Sheer-strakes of \_\_\_\_\_ Decks, and state of, \_\_\_\_\_

The Gunwales of \_\_\_\_\_ 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 \_\_\_\_\_ between, \_\_\_\_\_ the Stringers of \_\_\_\_\_

**Planking Inside.**—The Clamps are composed of \_\_\_\_\_

The Bilge Planks of \_\_\_\_\_ and the remainder of the Ceiling of \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_

Deck Beams \_\_\_\_\_

Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Footwaling \_\_\_\_\_ bolted through and clenched.

General Quality of Workmanship \_\_\_\_\_

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

Builder's Name \_\_\_\_\_

Surveyor's Name Wm. E. Smith



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Lloyd's Register  
Foundation



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
1	Fore Sail, <i>how-</i>	100	Chain .....	1 1/2	2 Bower
2	Fore Top Sails,	85	Hempen Stream Cable.....	6	1 Stream,
3	Fore Topmast Stay Sails,	100	Hawser .....	5	1 Kedge,
3	Main Sails,	60	Towlines .....	4	All of proper weight.
2	Main Top Sails,	100	Warp .....	3 1/2	
	and all necessary <i>Spent</i> Sails		All of <i>Good</i> quality.		

Her Standing and Running Rigging is well fitted sufficient in size and Good in quality.

She has one Long Boat and no Sally Boat.

The present state of the Windlass is Good Capstan None and Rudder very Good.

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

This vessel stands in the Register Book for this year 1836 that from the owners report to me had not been clapped or assessed of a defect in her Keelson last year in London, since here she has been hauled up on shipwrights ways and had the Keelson taken out & replaced with a new one of English Oak 6 in deep & 12 in wide, the which was & is now completely copper fastened, in fact she is fully copper fastened below the Wale; her timbers and planking without & within, hermast Hooks, Transoms & Beams appear to be all of English Oak except the Shelves & the bottom outside which is of English Elm. I have caused some parts of her copper sheeting to be removed and a light chip of the bottom, top side & side to be rubbed in various places to ascertain the nature of the Wood.

Her upper Deck has a shelf secured to the beams and sides with iron hanging knees to every beam from bulkhead to bulkhead, and iron braces from the held beams to the floor beams all well fastened, and which was most likely put into her after her stranding on the first voyage, she has not now the least appearance of having strained her beamings, but that of having been faithfully shruet, although from having been a common vessel rem- - not be entitled to the full time or the first description of the first class that she otherwise would have merited, her copper is indifferent but has had large repairs or repairs to her Register I find she was shruet & registered in March 1836. and not in 1833 as the Register Book—

If Sheathed, Doubled, or Felted, Copper sheathed or Paper.

and Date when last done 1835

And I am of opinion this Vessel should be Classed A 1. Tenth or Eleven years from her first Shruet

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

Committee Minute 1 Dec 1837

Character assigned A 1 for 10 years