

Recd 29 May

No. 878 Survey held at Plymouth Date November 12th 1846
on the Schooner "Lile" Master H. Hocking
Tonnage 163 Built at Plymouth When built 1844
By whom built Messrs Hocking Owners Messrs Hocking
Port belonging to Plymouth Destined Voyage Mediterranean
If Surveyed Afloat or in Dry Dock Afloat

Length aloft	Feet. 92	Inches. 7 1/10	Extreme Breadth	Feet. 22	Inches. 10 1/2	Depth of Hold	Feet. 13	Inches. 9 1/10
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches. 24	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
.....sided	11	Moulded	13	10	Keel to Bilge	2 3/4	Foot Waling	2 1/2
.....	10	"	10	8	Bilge Planks	4 1/2	Bilge Planks	5
.....	9	"	8	7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
.....	7 1/2	"	6 1/2	4 1/2	Wales	4	Ditto Bilge to Clamp	2 1/2
.....	7	"	6 1/2	4 1/2	Topsides	3	Hold Beam Clamps	4
.....N ^o . of 20	9	"	9	8 1/2	Sheer Strakes	3	Deck Beam Ditto	"
.....N ^o . of 4	9	"	9	8	Plank Sheers	2 3/4	Ceiling 'twixt Decks	2
.....	12	"	10		Water-Ways	5	Hold Beam Shelves	"
.....	13	"	15	14	Upper Deck	3	Deck Beam Ditto	12 x 6

Size of Bolts in Fastenings, distinguishing whether			Iron.		
Copper	Inches.	Copper	Inches.	Iron.	Inches.
and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	1 1/2 3/4
Keel.....N ^o . 1	3/4	Butt End Bolts	5/8	Deck Beam	7/8
er Bolts	1	Lower Pintle of the Rudder	2 3/4		
to.....	1				
and throats of Hooks	1				
ooks	7/8				

ing.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 3/4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Night Heads, Hawse Timbers, of English oak and are quite free from all defects. Floors and first Foothooks are composed of English oak Timber. Other Foothooks and Top Timbers of do

lifts of the first and second Foothooks are not less than 4 feet N. B. When less than prescribed by the Rule, state how many. The Shifts of the Frame are not less than four feet two inches. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the same is Sound and Good. Alternate Frames are all bolted together. N. B. If not, state how bolted.

Butts of the Timbers are quite close together; their thickness not less than 2/3 of the entire moulding at that place. The Frame is cross-chocked with Suez Butt at each end of the chock. and dowelled with Suez Lead 3 feet. Main Kelson is composed of English oak and the False Kelson of "

carphs of the Kelsons are not less than 7 feet " inches. Deck and Hold Beams are composed of English oak

g Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm the first Foothook Heads to the Light Water Mark of English oak the Light Water Mark to the Wales of English oak or — The Topsides of do Wales and Black-strakes are of do

The Sheer-strakes and Plank-sheers of do The Water-ways of do

The Decks of Yellow Pine State of Edge Nailed and Dowelled

The Shifts of the Planking are not less than 5 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. The Planking is wrought Three between

Planking Inside.—The Limber-strakes are composed of English oak the Bilge Planks of English oak

The Ceiling, Lower Hold, of English oak Between Decks of English oak

Shelf Pieces of English oak Clamps of English oak

Fastenings.—To Hold Beams Iron Hanging Rings

Deck Beams Dowelled and Dove tailed to a Shell two Bolts at each end of the Beam, and an Iron Hanging Ring to every alternate Beam

Number of Breasthooks Four Pointers one Iron shaft Crutches one Iron

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

Bilge well bolted through and clenched. { As this Vessel's first Foothooks meet on the Keel there appears no occasion for foot

General Quality of Workmanship Excellent Waling or Bolts

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

Builder's Name Richard Hocking Esq Surveyor's Name W. M. Cumming

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
/	Fore Sails,	180	Chain	1 1/2	2	Bower,	10-2-0 = 9-0-0
/	Fore Top Sails,	80	Hempen Stream Cable	7 1/2	1	Stream,	6-0-0
/	Fore Topmost Stay Sails,	80	Hawser	5	2	Kedge,	2-2-0 1.1.0
/	Main Sails,		Towlines				
2	Main Top Sails,	100	Warp	3 1/2			
and	<i>all other necessary Sails</i>		All of <i>best</i> quality.				

Her Standing and Running Rigging *all* sufficient in size and *best* in quality.

She has *one* Long Boat and *one Sally Dr*

The present state of the Windlass is *Good* Capstan *Good* and Rudder *Good*

General Remarks—Statement and Date of Repairs.

The Builders of this vessel have been noted for the
superiority of their craft, and in my opinion the
"Lile" has not been excelled at this Port, were
I to describe her different would be in opposition
to the Society's late Lead Surveyor — She is built
of the best well seasoned materials, and has in
this respect, and also in Bolts, Ironails, all fasten-
ings and workmanship, fulfilled the Rules for the
longest grade — She may be really called a su-
perior Merchant Vessel of her Tonnage —

If Sheathed, Doubled, Felted, or Coppered *Coppered on Paper* When last done *now*

I am of opinion this Vessel should be Classed *A 1 = 12 years - Twelve -*

The Amount of the Fee.....£ *2 : 0 : 0* is received by me,

Special£ : :

Certificate (if required)£ : :

Committee's Minute 184

Character assigned

M. W. Munn



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