

Rec 19 Sept. 878

No. 878 Survey held at Plymouth Date September 12. 1844
on the Shoosur "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 while Building and Afloat

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

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

Timbering.—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, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects.

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

The other Foothooks and Top Timbers of do

The Shifts 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 rest of the Shifts of the Frame are 4 feet 2 inches

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is the same

The alternate Frames are well bolted together. N. B. If not, state how bolted.

The 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 linch Butt at each end of the chock. but generally square heads & shells & Dowelled

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

The Scarphs of the Kelsons are not less than 7 feet 2 inches.

The Deck and Hold Beams are composed of English oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Elm

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 do The Topsides of English oak

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

The Decks of Yellow Pine State of Edge raised & Dowelled

The Shifts of the Planking are not less than 5 Feet 2 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 & African oak Clamps of English oak

Fastenings.—To Hold Beams Iron Ladging & Knees

Deck Beams Dowelled and dove tailed to the Shelf, two Bolts in each end of the Beam

Number of Breasthooks Four Pointers one pair 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 and Footwaling well bolted through and clenched. As this vessel first Foothooks meet on the Keel there appears no occasion for thick foot waling or Bolts

General Quality of Workmanship Excellent

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

Builder's Name

Surveyor's Name

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
1	Fore Sails,	180	Chain	1 1/4	2	Bowers	
1	Fore Top Sails,	80	Hempen Stream Cable	7 1/2	1	Stream,	
1	Fore Topmast Stay Sails,	80	Hawser	5	2	Kedge,	
1	Main Sails,		Towlines				
2	^{Goft} Main Top Sails,	120	Warp	3 1/2			
and <i>all other necessary</i>			All of <i>best</i> quality.				
<i>Sails</i>							

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

She has one Long Boat and one jolly -

The present state of the Windlass is Purchase Capstan " and Rudder good -

General Remarks—Statement and Date of Repairs.

The Builders of this Vessel have been distinguished for the
superiority of their Craft, and in my opinion the "Lyle"
has not been excelled at this Port - Were I to describe
her different would be in opposition to the Society's late
Surveyor Mr Bayly - She is built of the best and well
seasoned materials, and has in this respect, and also in
Bolt treenails and all fastenings, and workmanship, ful-
filled the Rules for the highest grade - She may really
be called a superb Merchant Vessel of her Tonnage

If Sheathed, Doubled, Felted, or Coppered Coppered on Paper When last done 1844

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

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

Special£ : :

W. H. Murray

Committee's Minute 20th Sept 1844

Character assigned 12 A 1

A Certificate of Class is required