

No. 91 Survey held at Pool Date 17 March 1840

on the Ship Vere Master James Mills

Tonnage 460 Built at Chester When built 1811

By whom built \_\_\_\_\_ Owners Silby & Sons

Port belonging to Pool Destined Voyage Pool to Quebec

If Surveyed Afloat or in Dry Dock afloat  
See London Survey, No 4829 - Classed F.

91  
J. Mills

Length aloft.....

Feet.	Inches.
116	1

 Extreme Breadth .....

Feet.	Inches.
30	8

 Depth of Hold .....

Feet.	Inches.
20	3

**Scantlings of Timber.**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	28		
Floors..... sided	13	Moulded	18
1 <sup>st</sup> Foothooks..... "	12 1/2	"	18
2 <sup>nd</sup> Ditto..... "	"	"	"
3 <sup>rd</sup> Ditto..... "	"	"	"
Top Timbers..... "	"	"	"
Deck Beams..... Number of <u>18</u>	12	"	13
Hold Beams..... No. <u>17</u>	13	"	13
Keel..... "	"	"	"
Kelsons..... "	17 1/4	"	18

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....		Foot Waling.....	
Bilge Planks.....		Bilge Planks.....	
Bilge to Wales.....		Ceiling in Flat.....	3
Wales.....	5	Ditto Bilge to Clamp.....	3
Topsides.....	3	Hold Beam Clamps.....	4 1/2
Sheer Strakes.....	4	Deck Beam Ditto.....	4 1/2
Plank Sheers.....	3 1/2	Ceiling 'twixt Decks.....	3
Water-ways.....	10 by 13	Hold Beam Shelves.....	6 by 13
Upper Deck.....	3	Deck Beam ditto.....	6 by 13

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/4	Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	1 1/4
Scarpns of Keel..... N <sup>o</sup> .		Butt End Bolts.....		Deck Beam.....	1 1/8
Floor Timber Bolts.....		Lower Pintle of the Rudder.....	3 1/2		
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 one Inches. to 1 1/4 The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are \_\_\_\_\_ free from all defects. when seen

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

Her other Foothooks and Top Timbers of Red pine

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 is where 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 English Oak and the False Kelson of \_\_\_\_\_

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

The Deck and Hold Beams are composed of English and African Oak

**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 English Oak

The Wales and Black-strakes are of English & African Oak

The Topsides of Red pine

The Sheer-strakes of English Oak Decks, and state of, Red pine good

The Gunwales of Red pine Water-ways of African Oak

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 Mostly true between. the Stringers of Red pine

**Planking Inside.**—The Clamps are composed of Red pine

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

**Fastenings.**—To Hold Beams Double Wood ledging and four Iron Diagonal knees each side

Deck Beams Double Wood ledging & Twenty four Staple & Vertical Iron knees

Number of Breasthooks Six Pointers Four Crutches \_\_\_\_\_

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship is good

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

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

Surveyor's Name John Oldis



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1900882-0061

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	220	Chain .....	1 7/8	3	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	8 1/2	1	Stream,
2	Fore Topmast Stay Sails,	95	Hawser .....	6	2	Kedge,
2	Main Sails,	90	Towlines .....	5 1/2		All of proper weight.
2	Main Top Sails,	100	Warp .....	5 1/2		
and all other Sails in good repair Two Sails Complete		100	All of <u>good</u> quality.			

Her Standing and Running Rigging is Well fitted sufficient in size and good in quality.

She has one Long Boat and Two Cutters

The present state of the Windlass is New Patent Capstan good and Rudder good

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

Copy Carpenters Certificate

Hamworthy March 17<sup>th</sup> 1840

This is to certify that the Ship Vere belonging to Messrs. Thos. Siddell & Sons have been repaired by me in manner following the whole of the plank from the gunwale to the Wale as well as part of the Wale have been taken out and the Timbers on both sides new she has had new ceiling between decks and all the ends of the Beams which were defective have been Scarfed and New upper Deck Strangers fore and aft the lower deck fastenings have been drove out and replaced by larger bolts she has likewise had four new hanging knees under the lower deck Beams each side embracing three Timbers a Strake of her Ceiling was taken out in the lower hold and the Timbers found perfectly sound and I consider her now to be in a good and Efficient state of repair

Thos. Timney  
Ship builder

This Vessel's Floors are very sound and good & futtocks when seen she is now in an Efficient state of repair and Equipment and fit for the Conveyance of dry and perishable Cargoes to and from all parts of the World

If Sheathed, Doubled, or Felted, and Coppered August 1837 with 32 lb Copper (as reported by the Master)  
and Date when last done \_\_\_\_\_

And I am of opinion this Vessel should be Classed \* A1 with asterisk

The Amount of the Fee.....£ 2 : 2 : - is received by me, John Oldis  
Certificate 10/-

Committee Minute 19 March 1840

Character assigned A1 with copper repairs

N.B. The Owners have promised to put on board twenty feathered <sup>new</sup> Beaver Chains  
Be pleased to forward as soon as convenient a certificate of her Classification  
Yours Obedt<sup>ly</sup> Servant  
John Oldis

