

No. 65 Survey held at Grimsworth Date 13 July 1837
on the Schooner Louisa Master David Lewis
Tonnage 59 91 Built at Holyhead in the County of Anglesea When built 1835
By whom built Thos. Gibbs Owners M^r David Lewis
Port belonging to London Destined Voyage Holyhead
If Surveyed Afloat or in Dry Dock On the Beach

Length aloft.....

| | |
|-------|---------|
| Feet. | Inches. |
| 55 | 9 1/2 |

 Extreme Breadth

| | |
|------|---------|
| Feet | Inches. |
| 15 | 8 |

 Depth of Hold

| | |
|-------|---------|
| Feet. | Inches. |
| 10 | 7 |

Scantlings of Timber.

| | Inches. | Inches. | Inches. |
|----------------------------------|---------|------------|---------|
| | Midl. | Ends | |
| Timber and Space..... each | 9 3/4 | | |
| Floors..... sided | 7 1/2 | Moulded 11 | |
| 1 st Foothooks..... " | 7 1/2 | " | |
| 2 nd Ditto..... " | " | " | |
| 3 rd Ditto..... " | " | " | |
| Top Timbers..... " | 6 | 3 3/4 | |
| Deck Beams..... Number of 16 | 6 | 6 | |
| Hold Beams..... Do. Do. | " | " | |
| Keel..... " | " | " | |
| Kelsons..... " | 8 1/2 | 14 | |

Thickness of Plank.

| Outside. | Inches. | Inside. | Inches. |
|----------------------|---------|----------------------------|---------|
| Keel to Bilge | | Foot Waling..... | 2 |
| Bilge Planks | | Bilge Planks | 3 |
| Bilge to Wales | | Ceiling in Flat | 2 |
| Wales | 3 | Ditto Bilge to Clamp | 2 |
| Topsides | 1 3/4 | Hold Beam Clamps | |
| Sheer Strakes | 2 1/2 | Deck Beam Ditto..... | 2 3/4 |
| Plank Sheers..... | 2 | Ceiling 'twixt Decks | |
| Water-ways..... | | Hold Beam Shelves | |
| Upper Deck | 2 | Deck Beam ditto..... | 11 |

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 to 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Saint to be English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak 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 Well Squared

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 Scarphs of the Kelsons are not less than feet inches.

The Deck and Hold Beams are composed of English 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 5⁰ 5⁰

The Topsides of 5⁰ 5⁰

The Sheer-strakes of 5⁰ 5⁰

The Gunwales of English Oak Water-ways of Plank

The Shifts of the Planking are not less than 5 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.

Planking Inside.—The Clamps are composed of English Oak The Planking is wrought between. the Stringers of or Shelf or English Oak

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

Fastenings.—To Hold Beams

Deck Beams The Mast and Mastway Beams are secured with Double Roofing Nails, and a Shelf

Number of Breasthooks Four Pointers Crutches

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

Bilge and Footwaling Copper bolted through and clenched. Yes

General Quality of Workmanship Good

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

Builder's Name

Surveyor's Name J. W. Oakshott

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

She has SAILS.

CABLES, &c.

ANCHORS.

| N ^o . | | Fathoms. | | Inches. | N ^o . | |
|------------------|---|----------|--|---------------|------------------|----------------------------------|
| ✓ | Fore Sails, $\frac{1}{2}$ worn | 165 | Chain | $\frac{3}{4}$ | 2 | Bower, |
| ✓ | Fore Top Sails, <u>near new</u> | 60 | Hempen Stream Cable $\frac{3}{4}$ worn | 6 | ✓ | Stream, |
| ✓ | Fore Topmast Stay Sails, $\frac{1}{2}$ worn | 105 | Hawser <u>near new</u> | 5 | ✓ | Kedge, |
| ✓ | Main Sails, $\frac{1}{3}$ worn | 60 | Towlines ... $\frac{1}{2}$ worn | 4 | | All of proper weight. <u>Yes</u> |
| ✓ | Main Top Sails, <u>near new</u> | 90 | Warp ... $\frac{1}{2}$ worn | 3 | | |
| | and | | All of <u>Good</u> quality. | | | |

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

She has One 15 foot Long Boat and in good condition

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

General Remarks—Statement and Date of Repairs.

The Schooner is Coppered, and Copper Fastened to Light Draught of Water, the Lower Bores and Vortles are Metal, the Butts and Bilge Bolts are of Copper thro & clinched. the Masts and Hatchway Beams are secured with Double Lodging knees, She has a Shelf Fore and Aft 4 by 11. well Bolted in and out, and up and Down thro the Beam Ends, the Clamp is also well Bolted with thro Bolts, the Breasthooks are of good Siding and throating, and well Bolted, and from the general appearance of the Schooner, I am of Opinion she is a good Firm Built Vessel, and in a fit and proper Condition to receive dry and perishable cargoes on Board

If Sheathed, Doubled, or Felted, Copper Sheathed,

and Date when last done Dec^r 1835

And I am of opinion this Vessel should be Classed 9 A

The Amount of the Fee.....£ : 10 : 6 is received by me, Jⁿ Oakshott

additional

10 - 6

Jⁿ Oakshott

21st July

Committee Minute

18 July 1837

Character assigned

A 1 for 9 years

C. J.

Jⁿ Oakshott



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