

No. 65 Survey held at Camsworth Date 13 July 1837
 on the Schooner Souise 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

65
 J. A.

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.
	Middl.	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 <u>16</u>	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..... <u>Flush</u>		Hold Beam Shelves.....	
Upper Deck.....	2	Deck Beam ditto..... <u>As by</u>	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.....	<u>Copper</u>	Hold Beam.....	
Scarpsh of Keel..... N ^o .		Butt End Bolts.....	<u>Copper</u>	Deck Beam.....	
Floor Timber Bolts..... <u>Copper</u>		Lower Pintle of the Rudder.....	<u>Metals</u>		
Kelson ditto..... <u>do</u>			1 3/4		
Transoms and throats of Hooks.....				same in Iron above the Copper.....	
Arms of Hooks..... <u>Lower Copper</u>					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Scotch or 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 Scarpsh 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 do do

The Topsides of do do

The Sheer-strakes of do do

The Gunwales of English Oak Water-ways of Flush

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 Stringers of or Shelf or English Oak between.

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

Fastenings.—To Hold Beams _____

Deck Beams The Mast and Mast-head Beams are secured with Double Roofing Noses, 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. C. Oakshott



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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	1	Stream,
✓	Fore Topmast Stay Sails, $\frac{1}{2}$ worn	105	Hawser <u>near new</u>	5	1	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 Yottles are Metal, the Butt and Bilge Bolts are of Copper thro & clinched. the Mast 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, J^r Oakshott 15th July

additional 10 - 6 J^r Oakshott

84
8
99

Committee Minute 18 July 1837

Character assigned A 1 for 9 years

[Signature]

[Signature]



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