

Rec. 4/8/49
No. 3461 Survey held at Swansea Date July 14th 3 1841
the Barque "William Simpson" Master
tonnage 356 Built at Swansea When built 1849
by whom built Lukes & Co. Owners Messrs. Dartmouth & West
Port belonging to London Destined Voyage
If Surveyed Afloat or in Dry Dock during Building

Length aloft	Feet. 103	Inches.	Extreme Breadth	Feet. 27	Inches. 6	Depth of Hold	Feet. 17	Inches. 6
Scantlings of Timber.								
Room and Space	12 1/2							
Floors	12	Moulded	12	10				
	9 1/2	"	9 1/4					
	9	"	8					
	8 1/2	"	7 1/2					
	8	"	5 1/2					
No 15 Average Space	3 1/2 to 4 1/2 ft		8 3/4	6				
No 17 Average Space	4 1/2 ft		11 1/2	9 1/2				
	11 1/2		11 1/2					
	12 1/2		20					
Thickness of Plank.								
Outside.			Inside.					
Keel to Bilge	3		Limber Strakes	4				
Bilge Planks	4 1/2		Bilge Planks	4				
Bilge to Wales	3 1/2		Ceiling in Flat	2 3/4				
Wales	4 1/2		Ditto Bilge to Clamp	3 1/2				
Topsides	3		Hold Beam Clamps	5				
Sheer Strakes	3 1/2		Deck Beam Ditto	3 1/2				
Plank Sheers	3 1/2		Ceiling 'twixt Decks	2 1/2				
Water-Ways	6 1/2		Hold Beam Strakes	5 3/4				
Upper Deck	3 1/2		Deck Beam Ditto					

Size of Bolts in Fastenings, distinguishing whether				Iron.	
Copper or Iron.					
Keel and Dead Wood abaft	1 1/4	1 1/8		Hold Beam	1
Keel	7/8			Deck Beam	1 1/4
Bolts	1 1/8				
Through throats of Hooks	1 1/8				
Hooks	1 1/8				
Copper or Iron.					
Bolts thro' the Bilge and Limber Strakes				3/4	
Butt End Bolts				7/16	
Lower Pintle of the Rudder				3/4	

The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/3 Inches. The Space between the Transoms, Aprons, Top-timbers is 1 1/2 Inches. The Stem, Stern Post, are composed of Eng Oak and are free from all defects. Timber. Light Heads, Hawse Timbers, of Eng Oak and are free from all defects. Timber. Doors and first Foothooks are composed of Eng Oak. Timber. Upper Foothooks and Top Timbers of Eng Oak. Timber. Lifts of the first and second Foothooks are not less than 1 1/4. N. B. When less than prescribed by the Rule, state how many. Shifts of the Frame are good & sufficient. The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the same is very well squared. N. B. If not, state how bolted. Alternate Frames are all bolted together. to the top right. Joints of the Timbers are all close together; their thickness not less than 1/4 of the entire moulding at that place. Frame is close chocked with 1 1/2 Butt at each end of the chock. Main Kelson is composed of Eng Oak and the False Kelson of Mahogany. Scarphs of the Kelsons are not less than 6 feet 3 inches. Deck and Hold Beams are composed of Eng 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 Dawson & Eng Oak. From the Light Water Mark to the Wales of Eng Oak & Mahogany. The Topsides of Eng Oak & Mahogany. Wales and Black-strakes are of Eng Oak. The Water-ways of Teak. Sheer-strakes and Plank-sheers of Teak & Eng Oak. State of Eng Oak. Decks of 4 Pine. Shifts of the Planking are not less than 5 Feet 5 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 free between the Bilge Planks of Eng Oak. Planking Inside.—The Limber-strakes are composed of Eng Oak. Between Decks of Mahogany. The Ceiling, Lower Hold, of Eng Oak & Mahogany. Clamps of Eng Oak & Mahogany. Shelf Pieces of Eng Oak. Fastenings.—To Hold Beams Iron Loosening Screws, Spiketting Bolts through the Wales. Deck Beams Eight pair Iron Loosening Screws and Seven pair Iron Staple Stand. Number of Breasthooks Six & Hemson Pointers one pair Two Iron Crutches Two Iron Crutches on each side. Butts End Bolts are of 4 Metal in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treennails of Eng Oak. General Quality of Workmanship good.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature Lukes and Company Surveyor's Signature Thos. B. Sney
C. P. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

SL0930-0038 1/2

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	240	Chain	15/16	3	Bower, 16 ^c 15 ^c 15 ^c
2	Fore Top Sails,	80	Hempen Stream Cable	8	1	Stream, 4 ^c
2	Fore Topmast Stay Sails,	70	Hawser	15/16	1	Kedge, 1 ^c
2	Main Sails,	80	Towlines	6		
2	Main Top Sails,	80	Warp	5		
and <u>other as customary</u>			All of <u>good</u> quality.			

Her Standing and Running Rigging is of hemp sufficient in size and good in quality.

She has One Long Boat and Two other Boats

The present state of the Windlass is good Capstan bricks and Rudder good Pumps Four Metal Patent

General Remarks—Statement and Date of Repairs.

Ship "William Simpson" No Report No 3/11

This vessel is reported to be built with the Butts of the Timbers $\frac{1}{4}$ of the entire ~~rounding~~ at that place - The rule requires the butts not to be less in thickness than $\frac{1}{3}$, the Surveyor is desired to state whether there is any reason for this alteration from the exact requirement of the rule, as it must be remembered that the timbers of these boats are intended to carry the masts and rigging, of the boats.

They - under the above effect -

SLD930-0038^{1/2}

from the gunwale to the keel (including the decks) is of yellow Metal to the entire exclusion of Iron

☒ sheathed, doubled, Felted, or Coppered with Metal per Plate to Vales When last done _____

I am of opinion this Vessel should be Classed 3. A. 1.

The Amount of the Fee.....£ 4: " : " is received by me,

Special£ 17: 10: "

Certificate (if required)£ " : 10: "

Committee's Minute

Character assigned

7th Augt 1849

Thos. B. Smey



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good condition, and sufficient in size and length.

ES, &c.		ANCHORS, and their weights.	
	Inches.	N ^o .	
.....	15/16	3	Bower, 16 ^c 15 ^c 15 ^c
Steam Cable	8	1	Stream, 4 ^c
.....	15/16	1	Kedge, 1 ^c 1/4 ^c
.....	6		
.....	5		

good quality.

sufficient in size and good in quality.

other Boats

inch and Rudder good Pumps See Metal

Statement and Date of Repairs.

Was regularly Surveyed during the Building

The Bolting passing through the outside Planking of this vessel from the gunwale to the keel (including the decks) is of yellow Metal to the entire exclusion of Iron

~~It~~ sheathed, doubled, Felted, or Coppered with Yellow Metal from keel to wales When last done _____

I am of opinion this Vessel should be Classed 3. A. 1.

The Amount of the Fee.....£ 4: " : " is received by me,

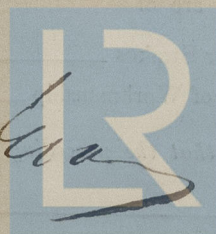
Ans

Special£ 17: 10: "

Certificate (if required)£ " : 10: "

Committee's Minute 7th Augt 1849

Character assigned See Metal



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