

No. 79 Survey held at Topsam Date Feb 7th 18 37
on the Schooner Sisters Master James Holman
Tonnage 101 6 Built at Topsam When built 1837
By whom built Sam^l B. Davy & Co Owners John White & Co
Port belonging to Exeter Destined Voyage Liverpool
If Surveyed Afloat or in Dry Dock Surveyed on the Stocks

Length aloft.....

Feet.	Inches.
65	9/10

 Extreme Breadth

Feet.	Inches.
17	8/10

 Depth of Hold

Feet.	Inches.
11	3/10

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	12		
Floors..... sided	10 1/2	Moulded	11 1/2
1 st Foothooks..... "	9 1/2	"	9 1/2 8
2 nd Ditto..... "	8 1/2	"	7 6 1/2
3 rd Ditto..... "	7	"	7 5
Top Timbers..... "	6	"	5 1/2 4 1/2
Deck Beams..... "	10	"	9 7
Hold Beams..... "	10	"	14
Keel..... "	12	"	15
Kelsons..... "			

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft Stern.....	1 1/4	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	
Scarpns of Keel..... <u>Copper</u>N ^o 6	7/8	Butt End Bolts.....	5/8	Deck Beam.....	7/8
Floor Timber Bolts..... <u>Iron</u>	1 1/4	Lower Pintle of the Rudder..... <u>Iron</u>	2 3/4		
Kelson ditto..... <u>Iron</u>	1 1/4				
Transoms and throats of Hooks..... <u>Iron</u>	1 1/2				
Arms of Hooks..... <u>Copper</u>	7/8				
				same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are all free from all defects.

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

Her other Foothooks and Top Timbers of Do Do

Her Shifts of the first and second Foothooks are not less than 4 1/2 feet 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 same

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

The alternate Frames are all bolted together.

The Butts of the Timbers are butted close together; their thickness not less than 2 of the entire moulding at that place.

The Frame is all chocked with 1 1/2 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 6 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 English Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of Do Do

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 English Oak

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.

The Planking is wrought wholly between.

Planking Inside.—The Clamps are composed of English Oak

the Stringers of English Oak

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

Fastenings.—To Hold Beams

Deck Beams English Oak Lodging Locking Knees Bolted & Rivetted

Number of Breasthooks five Pointers — Crutches One

Butts End Bolts are of 5/8 Copper in the Bottom, and One Bolt in each Butt End through and clenched. 41 Dumps

Bilge and Footwaling 3/4 Copper bolted through and clenched.

General Quality of Workmanship very Good

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

Builder's Name

Surveyor's Name

Wm Mortimer

Sam^l B. Davy & Co

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, <i>All New</i>	165	Chain	1	2	Bower,
/	Fore Top Sails,	60	Hamper ^{<i>3 years</i>} Stream Cable.....	5/8	1	Stream,
/	Fore Topmast Stay Sails,	90	Hawser	6	2	Kedge,
/	Main Sails,	90	Towlines	5		All of proper weight.
/	Main Top Sails,	160	Warp	4		<i>All new proper W.</i>
	<i>3 Pitts Square St.</i>		All of <i>New</i> quality.			
	<i>and 7th Gale St.</i>					

Her Standing and Running Rigging is *All New* sufficient in size and *Patent* in quality.

She has *One Clincher* Long Boat and *One Clincher Jolly Boat*

The present state of the Windlass is *New* Capstan _____ and Rudder *Complete*

General Remarks—Statement and Date of Repairs.

*The Sisters is a strong & faithful
Built vessel of the best materials
and Workmanship Her Frame and
Planking of large scantling and well
seasoned English Oak and well fastened
and every thing in proportion as regards
Masts Topping Sails &c. Sea Stores
She has been surveyed as directed
for new vessels at the different periods
in addition to which the Master and
part owner has been in constant
Attendance the whole time of Building
And nothing has been spared to
render her a Complete and desirable
Vessel for general purposes—*

If Sheathed, Doubled, or Felted, *Single Bottom*
and Date when last done _____

And *I am* of opinion this Vessel should be Classed *12 A*

The Amount of the Fee.....£ 2 : 2 : " is received by me, *Wm Mortimer*

Committee Minute *14 March* 183 *7*

Character assigned *A 1 for 12 years*

16 March 1837
time elapsed 10 years

Geo Young



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