

No. 158 Survey held at Teignmouth Date July 25th 1839
on the Schooner "Volo" Master John Bowden
Tonnage ^{New 173 4/10} ~~155 93/100~~ Built at Teignmouth When built 1839
By whom built Thomas Tucker Owners Greed and Williams
Port belonging to Teignmouth Destined Voyage Liverpool
If Surveyed Afloat or in Dry Dock On the Stocks

158

[Signature]

Length aloft.....^{Feet.} 79 ^{Inches.} 5 Extreme Breadth^{Feet.} 21 ^{Inches.} 4 1/2 Depth of Hold^{Feet.} 13 ^{Inches.} 4 1/2

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	22		
Floors..... sided	10	Moulded 12	8 1/2
1 st Foothooks..... "	8 1/2	" 8 1/2	8
2 nd Ditto..... "	8	" 7	7
3 rd Ditto..... "	7	" 7	6
Top Timbers..... "	6 1/2	" 6 1/2	5
Deck Beams .. Number of 13 Main & Quarter	8 1/4	" 8	7
Hold Beams ... Do. da. Iron.	9	" 9	7
Keel..... "	10	" 15	7
Kelsons..... "	12 1/2	" 14	

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2 1/2	Foot Waling.....	3
Bilge Planks	4	Bilge Planks	3
Bilge to Wales	2 1/2	Ceiling in Flat	2
Wales	4	Ditto Bilge to Clamp	2
Topsides	2 1/4	Hold Beam Clamps	3
Sheer Strakes	3	Deck Beam Ditto.....	3
Plank Sheers.....	2 3/4	Ceiling 'twixt Decks	2
Water-ways	4	Hold Beam Shelves ... 8 1/2 by	4 1/2
Upper Deck	2 1/4	Deck Beam ditto	—

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak Timber 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 English Oak

Her Shifts of the first and second Foothooks are not less than 4 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 4 feet upwards

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

The alternate Frames are all bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is all chocked with Iron Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of English Oak

The Scarphs of the Kelsons are not less than 5 feet 6 inches.

The Deck and Hold Beams are composed of English Oak Timber

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm

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

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak

The Topsides of English Oak

The Sheer-strakes of English Oak Decks, and state of, Yellow Pine Copper Nailed

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 three Strakes 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 Iron Stiple Knees Shelf Piece Bolted & Blended

Deck Beams English Oak Lodging & Locking Knees Well Bolted & Rivetted

Number of Breasthooks Five Pointers Two Pair Crutches Two

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

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 J. H. Tucker

Surveyor's Name W. H. Mortimer



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

She has SAILS.		CABLES, &c.		ANCHORS.				
N ^o .		Fathoms.		Inches.	N ^o .		C	C
/	Fore Sails,	180	Chain	1 1/2	2	Bower,	8 1/2 .	8 1/2
/	Fore Top Sails,	50	Heavy Stream Cable.....	3/4	1	Stream,	4-2-0	
/	Fore Topmast Stay Sails,	75	Hawser	7 1/2	2	Kedge,	2-1-0	
/	Main Sails,	60	Towlines	5	~	All of proper weight.		
/	Main Top Sails,	100	Warp	4				
and	2 Pills 1 Square Sail		All of <u>Patent</u> quality.					

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

She has One Clincher Long Boat and One Clincher Solly Boat Copper fastened

The present state of the Windlass is P. Vane ~~Capstan~~ P. Winch and Rudder New, Composition Varying

General Remarks—Statement and Date of Repairs.

The "Volo" is a strong Faithful Built Ship of good seasoned English Oak & every part is well fastened & secured according to the Rule to stand Twelve Years. The Trunnels are all seasoned English Oak the half of which are drove double & single through the Peiling. The Butts are all Bolted & Bilge Stakes are Bolted through every Footboard & Clinched. She has two Pair of Painters & Two Crutches & a Transom over the Heels of Stern Timbers well Kneed, so as to connect the Stern frame with the After Body of the Ship. She is well supplied with Sea Stores & has a good Appearance & fit to proceed with dry and perishable Cargoes to all parts of the World.

If Sheathed, Doubled, or Felted, Muntz Metal paper felt
and Date when last done July 10th

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 7 Aug 1839

Character assigned A 1 pr 12 Aug



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