

No. 13 Survey held at Lamouth Date June 7<sup>th</sup> 1838  
Sept 20 1839  
 on the Schooner, Lamouth Master Arthur Parker  
 Tonnage 148 0<sup>m</sup> Built at Lamouth When built finished January 1839  
 By whom built Walter & Wishart Owners Capt<sup>n</sup> Ho  
 Port belonging to Leith Destined Voyage Newport & Newcastle  
 If Surveyed Afloat or in Dry Dock in Builders Yard

13

Length aloft.....74 <sup>Feet.</sup> 2 <sup>Inches.</sup> Extreme Breadth .....21 <sup>Feet.</sup> 5 <sup>Inches.</sup> Depth of Hold .....12 <sup>Feet.</sup> 0 <sup>Inches.</sup>

**Scantlings of Timber.**

	Inches.	Inches Middle.	Inches Ends.
Timber and Space..... each	22		
Floors..... sided	10 1/2	Moulded 11 1/2	10
1 <sup>st</sup> Foothooks..... "	9	" 10	9
2 <sup>nd</sup> Ditto..... "	8	" 9	8
3 <sup>rd</sup> Ditto..... "	7	" 8	
Top Timbers..... "	7	" 6	4 3/4
Deck Beams..... Number of <u>16</u> ..... "	9	" 9	7
Hold Beams..... No. <u>5</u> ..... "	9	" 9	7
Keel..... "	11	" 14	14
Kelsons..... "	14	" 15	13

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	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 1/2	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	3
Sheer Strakes.....	3	Deck Beam Ditto.....	3
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2 1/2
Water-ways.....	5	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.....	1 1/4	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	3/4 & 7/8
Scarpns of Keel..... N <sup>o</sup> . <u>One</u>	3/4	Butt End Bolts.....	5/8	Deck Beam.....	3/4 & 7/8
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 1/2		
Kelson ditto.....	1 1/8				
Transoms and throats of Hooks.....	1				
Arms of Hooks.....	3/4			same in Iron above the Copper.....	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One Inches. Half The Space between the Top-timbers is Three Inches. Half The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of 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 ditto  
 Her Shifts of the first and second Foothooks are not less than four 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 four feet  
 The Frame is well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared  
 The alternate Frames are all bolted together.  
 The Butts of the Timbers are all close together; their thickness not less than 1/3<sup>rd</sup> of the entire moulding at that place.  
 The Frame is well chocked with square Butt at each end of the chock.  
 The Main Kelson is composed of English Oak and the False Kelson of English Oak  
 The Scarpns of the Kelsons are not less than Six feet Six 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 Elm  
 From the first Foothook Heads to the Light Water Mark of English Oak  
 From the Light Water Mark to the Wales of ditto  
 The Wales and Black-strakes are of ditto  
 The Topsides of ditto  
 The Sheer-strakes of English Oak Decks, and state of, Red Pine, Messis, parton, & Oak  
 The Gunwales of ditto Water-ways of English Oak  
 The Shifts of the Planking are not less than Two Feet Six 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 English Oak between.

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

**Fastenings.**—To Hold Beams double knid fore and aft ways  
 Deck Beams ditto  
 Number of Breasthooks Two Pointers One Crutches One  
 Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched.  
 Bilge and Footwaling 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 Walter & Wishart  
 Surveyor's Name John Astman



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	160	Chain .....	1 1/8	2
1	<del>Fore</del> <i>Fore</i> Top Sails,	90	Hempen Stream Cable.....	7	1
1	<del>Fore</del> <i>Fore</i> Topmast Stay Sails,	80	Hawser .....	5 1/2	2
3	Main Sails,	70	Towlines .....	4	
1	<del>Main</del> <i>Main</i> Top Sails,	70	Warp .....	3	
4	<del>Studding</del> <i>Studding</i> Sails		All of <u>good</u> quality.		
	and				

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

She has One Long Boat and One Jolly Boat

The present state of the Windlass is New Capstan New and Rudder New, all good

**General Remarks—Statement and Date of Repairs.**

The vessel is Built of the very best materials, and no expense spared either in the getting out a Building, the Owners informing me she was intended to be for a Shelter Years Ship, and desired if I saw anything that would be an objection to her standing, I would point it out, and it should be amended. She is remarkably well fastened aboard as well as every other part. The Beam across the foot of the Stern timber is tied each side, the upper transom is double knied. each side, and a Catch or Hook in the after part, and is altogether a very fine well Built Yacht. Her Iron nails are all of English Oak, She is double Yong fastened on more than One half of the Iron nails through.

The work & Space is more than your instructions state for a Ship of 150 Tons, but all the floors and planks are considerably latter, as you will perceive.

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And Sam of opinion this Vessel should be Classed twelve Years A 1

The Amount of the Fee.....£ 3 : 2 : - is received by me,

*John Holman*

Committee Minute 1 Feb 1839

Character assigned A 1 in 12 Years

*John Holman*

