

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

Length aloft.....74 ^{Feet.} 2 1/2 ^{Inches.} Extreme Breadth21 ^{Feet.} 5 ^{Inches.} Depth of Hold12 ^{Feet.} 0 ^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	22	Moulded	11 1/2 10
Floors..... sided	10 1/2		
1 st Foothooks..... "	9	"	10 9
2 nd Ditto..... "	8	"	9 8
3 rd 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 <u>iron</u>	1 1/4	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	3/4 & 7/8
Scarpsh of Keel..... <u>N^o. One</u>	3/4	Butt End Bolts	5/8	Deck Beam	3/4 & 7/8
Floor Timber Bolts..... <u>iron</u>	1	Lower Pintle of the Rudder..... <u>iron</u>	2 1/2		
Kelson ditto..... <u>iron</u>	1 1/8				
Transoms and throats of Hooks..... <u>iron</u>	1				
Arms of Hooks..... <u>copper</u>	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 1/3rd 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 Scarpsh 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, Messicks, partum, & 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 Planking is wrought between the Stringers of

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

Fastenings.—To Hold Beams double kned 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 ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	160	Chain	1 1/8	2
1	Fore <i>Fore</i> Top Sails,	90	Hempen Stream Cable.....	7	1
1	Fore <i>Fore</i> Topmast Stay Sails,	80	Hawser	5 1/2	2
3	Main Sails,	70	Towlines	4	
1	Main <i>Main</i> Top Sails,	70	Warp	3	
4	Studding <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.

This 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 Twelve years Ship, and desir'd if I saw anything that would be an objection to her standing, I would point it out, and it should be remedied. She is remarkably well fasten'd aboat as well as every other part. The Beam across the foots of the Stern timbers is tim'd each side, the upper transom is double tim'd. each side, and a Cutcher Hook in the after part, and is altogether a very fine well Built Vessel. her timbers are all of dry oak, She is double Yough fasten'd, and more than One half of the timbers through L.

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

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Sam of opinion this Vessel should be Class'd twelve Years A 1

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

Committee Minute _____

Character assigned _____



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