

No. 31 Survey held at Tops Lam Date October 2 18 39 31  
on the Schooner Peamare Master John Arming  
Tonnage 139 Built at Tops Lam When built 1839  
By whom built Thos Bowden Owners William Arming  
Port belonging to Enter Destined Voyage Cardiff & Newcastle  
If Surveyed Afloat or in Dry Dock in Bowden's Yard as prescribed in Page 2 Rule 35

Length aloft.....74<sup>Feet.</sup>0<sup>Inches.</sup> Extreme Breadth .....21<sup>Feet.</sup>3<sup>Inches.</sup> Depth of Hold .....12<sup>Feet.</sup>3<sup>Inches.</sup>

#### Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	Middle	Ends	
Floors..... sided	11	12	9 1/2
1 <sup>st</sup> Foothooks..... "	9 1/2	9 1/2	8 1/2
2 <sup>nd</sup> Ditto..... "	8 1/2	8 1/2	
3 <sup>rd</sup> Ditto..... "	7	7	5
Top Timbers..... "	10	10	7 1/2
Deck Beams..... Number of <u>Twenty</u>	12	12	8
Hold Beams..... No. da. <u>Sea</u>	11	14	
Keel..... "	15	16	
Kelsons..... "	14	14	

#### Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	3	Foot Waling.....	4
Bilge Planks .....	5	Bilge Planks .....	4
Bilge to Wales .....	2 1/2	Ceiling in Flat .....	3
Wales .....	4 1/2	Ditto Bilge to Clamp .....	2 1/2
Topsides .....	2 1/2	Hold Beam Clamps .....	3 1/2
Sheer Strakes .....	3 1/2	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3	Ceiling 'twixt Decks .....	2 1/2
Water-ways .....	7	Hold Beam Shelves .....	
Upper Deck .....	3	Deck Beam ditto .....	

#### Size of Bolts in Fastenings.

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are quite 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 ditto

then state how many.

The rest of the Shifts of the Frame are from 3 1/2 to 4 1/2 feet

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

The alternate Frames are all bolted together. to the Gunwale

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 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 Scarphs of the Kelsons are not less than 7 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 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 all new & very good

The Gunwales of ditto 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.

**Planking Inside.**—The Clamps are composed of English Oak The Planking is wrought three strakes between the Butts the Stringers of English Oak

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

**Fastenings.**—To Hold Beams double knuck each beam each side fore & aft ways

Deck Beams Double & Locky Pins to each beam

Number of Breasthooks four Pointers two 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 Superior

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

Builder's Name Thos Bowden

Surveyor's Name John Ashman



Her Masts, Yards, &c. are in good 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,	180	Chain .....	1 1/8	2	Bower,
1	Fore Top Sails,	60	Hempen Stream Cable.....	7	1	Stream,
4	Fore <del>Topmast</del> Stay Sails,	70	Hawser .....	6	2	Kedge, 6
1	Main Sails,	70	Towlines .....	5		All of proper weight.
1	Main Top Sails,	70	Warp .....	4		
	and <u>all the mizzen sails</u>		All of <u>good</u> quality.			

Her Standing and Running Rigging is all new & good sufficient in size and of best in quality.

She has one Long Boat and

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

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

*This vessel is well & faithfully Built  
and in addition very stout scantling for her age—  
she possesses all the qualities requisite for a twelve  
year ship*

*Be pleased to forward to me a Certificate of Classification*

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

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

And Sam of opinion this Vessel should be Classed 12 Years A.1.

The Amount of the Fee.....£ 2.2.0 is received by me,

*also*

*for Certificate of Classification*

*John Dotham*

Committee Minute 18<sup>th</sup> Oct<sup>r</sup> 1839

Character assigned A1 12 Years

*Sam*

*[Signature]*



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Foundation