

No. 90 Survey held at Padstow Date Feb 28 184 2 90
on the Schooner Tiphys Master man appointed
Tonnage 88 tons Built at Padstow When built 1842
By whom built Thos Carter Owners Army & Co
Port belonging to Padstow Destined Voyage not known
If Surveyed Afloat or in Dry Dock in Builders Yard, whilst building as presented in Rules

Length aloft	Feet. Inches.	Extreme Breadth	Feet. Inches.	Depth of Hold	Feet. Inches.				
	54 8		18 9½		10 2				
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	Inches.	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.	
Floors.....	sided	20	Moulded	11	8½	Keel to Bilge	2½	Foot Waling	3
1 st Foothooks.....	"	8	"	8	7	Bilge Planks	4½	Bilge Planks	3½
2 nd Ditto.....	}	"	"	7	4½	Bilge to Wales.....	2½	Ceiling in Flat	2½
3 rd Ditto.....		"	8	"	7	4½	Wales	4	Ditto Bilge to Clamp
Top Timbers	"	8	"	8	5½	Topsides	2	Hold Beam Clamps	3
Deck Beams N°. of 17	"	8	"	8	5½	Sheer Strakes	3	Deck Beam Ditto.....	3
Hold Beams N°. of	"	11	"	14		Plank Sheers.....	3	Ceiling 'twixt Decks	2
Keel	"	11	"	14		Water-Ways	4½	Hold Beam Shelves	
Kelsons	"	14	"	16		Upper Deck	2½	Deck Beam Ditto.....	
Copper.			Size of Bolts in Fastenings.			Iron.			
Heel-Knee, and Dead Wood abaft	Inches.	1½	Copper.			Inches.			
Scarp of Keel..... N°. On	¾		Bolts thro' the Bilge and Foot Waling			¾	Hold Beam		
Floor Timber Bolts	1		Butt End Bolts			50	Deck Beam		
Kelson ditto	1½		Lower Pintle of the Rudder			2¾			
Transoms and throats of Hooks	1	}					same in Iron above the Copper.....		
Arms of Hooks	10								

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

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

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than four feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not less than four feet

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

The alternate Frames are all bolted together. N. B. If not, state how bolted.

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

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

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Red 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 and Plank-sheers of English Oak

The Water-ways of English Oak

The Decks of Red Pine

State of good

The Shifts of the Planking are not less than 5 Feet 8 Inches.

N. B. If less than prescribed by the 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 Limber-strakes are composed of English Oak

the Bilge Planks of English Oak

The Ceiling, Lower Hold, of English Oak

Between Decks of English Oak

Shelf Pieces of none

Clamps of English Oak

Fastenings.—To Hold Beams no Hold Beams

Deck Beams Logan & Locking Iron

Number of Breasthooks Four

Pointers One pair

Crutches none

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

Bilge and Footwaling English Oak bolted through and clenched.

General Quality of Workmanship very excellent

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

Builder's Name

Thomas Carter

Surveyor's Name

John A. S. S. S.

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
<u>One</u>	Fore Sails,	<u>150</u>	Chain	<u>1 1/16</u>	<u>2</u>	Bower, <u>6-3-0 & 7-0-0</u>
<u>One</u>	Fore Top Sails,	<u>70</u>	Hempen Stream Cable	<u>8</u>	<u>1</u>	Stream, <u>3-0-0</u>
<u>One</u>	Fore Topmast Stay Sails,	<u>70</u>	Hawser	<u>4 1/2</u>	<u>2</u>	Kedge, <u>1-2-0 -0-3-0</u>
<u>One</u>	Main Sails,	<u>70</u>	Towlines	<u>3 1/2</u>		
<u>One</u>	Top Main Top Sails,	<u>70</u>	Warp	<u>3</u>		
	and <u>all the masting sails</u>		All of <u>best</u> quality.			

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

She has One Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This is a very Superior built vessel, she is finished in the best order, her deck beams do not exceed four feet apart, except the main hatchway

Be pleased to send a Certificate of Classification to Mr John Carter Padstow

If Sheathed, Doubled, Felted, or Coppered nothing When last done _____

I am of opinion this Vessel should be Classed A 1 for 12 Years

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Signature 5-0
Special£ : :

John Holman

Committee's Minute 4th March 1842

Character assigned A 1 for 12 Years

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