

No. 91 Survey held at Padstow Date Feb 26 1842
on the Schooner Thomas & Elizabeth Master Wm. Richards
Tonnage 68 Built at Padstow When built 1842
By whom built Methall & Co Owners Richards, Phelps & Co.
Port belonging to Padstow Destined Voyage West Coast

If Surveyed Afloat or in Dry Dock in Builders Yard whilst on the stocks once, and after Launch
* Vice Letter 17/10/42

Length aloft	Feet. 49	Inches. 9	Extreme Breadth	Feet. 10	Inches. 8	Depth of Hold	Feet. 7	Inches. 9
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	18	Outside.			Inside.		
Floors	sided	8	Keel to Bilge	2		Foot Waling	2 1/2	
1st Foothooks	"	7	Bilge Planks	4 1/2		Bilge Planks	3	
2nd Ditto	"	7	Bilge to Wales	2		Ceiling in Flat	2	
3rd Ditto	"	6	Wales	3		Ditto Bilge to Clamp	2	
Top Timbers	"	7 1/2	Topsides	2		Hold Beam Clamps	—	
Deck Beams	N°. of 13	7 1/2	Sheer Strakes	2 1/4		Deck Beam Ditto	2 1/2	
Hold Beams	N°. of	8 1/2	Plank Sheers	2 1/4		Ceiling 'twixt Decks	2	
Keel	"	10	Water-Ways	2		Hold Beam Shelves	—	
Kelsons	"	20	Upper Deck	2		Deck Beam Ditto	—	
Copper.			Size of Bolts in Fastenings.			Iron.		
Heel-Knee, and Dead Wood abaft	1		Copper.					
Scarp of Keel	Nom		Bolts thro' the Bilge and Foot Waling	3/4		Hold Beam	—	
Floor Timber Bolts	1		Butt End Bolts	5/8		Deck Beam	3/4	
Kelson ditto	1		Lower Pintle of the Rudder	2 3/4		same in Iron above the Copper		
Transoms and throats of Hooks	1							
Arms of Hooks	3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One 1/2 Inches. avg. The Space between the Top-timbers is Four Inches. avg. The Stem, Stern Post, are composed of Dark Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Dark Oak and are white free from all defects.

The Floors and first Foothooks are composed of Go Timber.

The other Foothooks and Top Timbers of Go

The Shifts of the first and second Foothooks are not less than 3-6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are not less than 4 feet

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

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 partially chocked with Butt at each end of the chock.

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

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

The Deck and Hold Beams are composed of Dark Oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Dark Oak

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

From the Light Water Mark to the Wales of Go

The Wales and Black-strakes are of Go The Topsides of Dark Oak

The Sheer-strakes and Plank-sheers of Go The Water-ways of Go

The Decks of Dark Oak State of good

The Shifts of the Planking are not less than 4 Feet 0 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 Dark Oak between

Planking Inside.—The Limber-strakes are composed of Dark Oak the Bilge Planks of Dark Oak

The Ceiling, Lower Hold, of Dark Oak Between Decks of Go

Shelf Pieces of none Clamps of Dark Oak

Fastenings.—To Hold Beams no hold beams

Deck Beams Lodging & Locking none

Number of Breasthooks four Pointers none Crutches none

Butts End Bolts are of none in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling none 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

Surveyor's Name

John A. Johnson

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>3/8</u>	<u>2</u>	Bower,
<u>One</u>	Fore Top Sails,	<u>70</u>	Hempen Stream Cable	<u>8</u>	<u>1</u>	Stream,
<u>One</u>	Fore Topmast Stay Sails,	<u>70</u>	Hawser	<u>4</u>	<u>2</u>	Kedge,
<u>One</u>	Main Sails,	<u>70</u>	Towlines	<u>3</u>		
<u>One</u>	Main Top Sails,		Warp			
and <u>all other Sails</u> <u>happy &</u>			All of <u>good</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 bunt was not surveyed in the three stages as required by the Rules, but I believe her to be a very good bunt and well built, I could not see all her stuns on board as she was only partly rigged, but they were in the yard and other, after I got the particulars required, were forwarded to you, I should not send this survey incomplete, but as the No and date should follow, they let it better to send it forward

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 10 Years A 1

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

Special£ : :

Committee's Minute _____ 184 _____

Character assigned 10 Years A 1



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