

No. 92 Survey held at Lamouth Date March 2 1842
 on the Schooner Wm & Charles Master Wm Widdicombe
 Tonnage 157 0m Built at Lamouth When built 1842
 By whom built Wattus & Michael Owners Widdicombe & Co
 Port belonging to Lester Destined Voyage Gumsey
 If Surveyed Afloat or in Dry Dock in Builders yard as presented in Rules

92

Length aloft	Feet. <u>76</u> Inches. <u>3</u>	Extreme Breadth	Feet. <u>21</u> Inches. <u>9</u>	Depth of Hold	Feet. <u>12</u> Inches. <u>5</u>
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Scantlings of Timber.			Thickness of Plank.		
	Inches.			Inches.	
Timber and Space..... each	<u>22</u>		Outside.		Inside.
Floors..... sided	<u>11</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling
1 st Foothooks.....	<u>9 1/2</u>	"	Bilge Planks	<u>4 1/2</u>	Bilge Planks
2 nd Ditto.....	<u>8 1/2</u>	"	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat
3 rd Ditto.....	<u>7</u>	"	Wales	<u>6 1/2</u>	Ditto Bilge to Clamp
Top Timbers.....	<u>9</u>	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps
Deck BeamsN°. of <u>20</u>	<u>9</u>	"	Sheer Strakes	<u>3 1/2</u>	Deck Beam Ditto
Hold BeamsN°. of <u>3</u>	<u>9</u>	"	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks
Keel	<u>12</u>	"	Water-Ways	<u>5</u>	Hold Beam Shelves
Kelsons	<u>15</u>	"	Upper Deck	<u>3</u>	Deck Beam Ditto

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

Size of Bolts in Fastenings.

Heel-Knee, and Dead Wood abaft 1 1/4 inches.
 Scarpns of Keel.....N°. One 7/8 inches.
 Floor Timber Bolts 1 1/8 inches.
 Kelson ditto 1 1/4 inches.
 Transoms and throats of Hooks 1 1/8 inches.
 Arms of Hooks 7/8 inches.

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One 1/4 Inches. avg. The Space between the Top-timbers is 3 1/4 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 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. 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 English Oak. The Scarphs of the Kelsons are not less than 8 feet 8 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 English Oak English Oak English Oak. 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 four Feet 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 the Bilge Planks of English Oak. **Planking Inside.**—The Limber-strakes are composed of English Oak. The Ceiling, Lower Hold, of English Oak Between Decks of English Oak. Shelf Pieces of English Oak Clamps of English Oak. **Fastenings.**—To Hold Beams Four wood screws to each beam. Deck Beams Four wood screws to each beam. Number of Breasthooks Four Pointers One pair 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 Wattus & Michael
 Surveyor's Name John Holman

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 .		
2	Fore Sails,	180	Chain	1 1/8	2	Bower,	9 each
/	Fore Top Sails,	70	Hempen Stream Cable	7	1	Stream,	4-2-0
/	Fore Topmast Stay Sails,	70	Hawser	8	2	Kedge,	2-0-0 & 1-0-0
/	Main Sails,	70	Towlines	4			
/	Top Main Top Sails,	70	Warp	3			
and all other necessary sails,			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 One Jolly Boat

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

General Remarks—Statement and Date of Repairs.

This is a fine firm Substantial well Built
Vessel as can be sent to Sea, Her Deck Beams
are not more than four feet apart except the
Main Hatchway

Be pleased to send me a Certificate of Classification

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

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

The Amount of the Fee.....£ 2 : 0 : 0 is received by me,
Certificate
Special£ : :

Committee's Minute 14th March 1842

Character assigned A 1 for 12 years

A

John Holman



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