

No. 114 Survey held at Lynn Date Feb 2 1843  
on the Shooner Speculator Master R. Periam  
Tonnage 87 1/2 Built at Barnstable When built 1820  
By whom built \_\_\_\_\_ Owners Arthur Parker  
Port belonging to Port Destined Voyage Newport  
If Surveyed Afloat or in Dry Dock in Mulders Yard

Length aloft ..... Feet. Inches. 50 5 Extreme Breadth ..... Feet. Inches. 18 5 Depth of Hold ..... Feet. Inches. 10 0

**Scantlings of Timber.**  
Timber and Space..... each 2 1/4  
Floors..... sided 11  
1st Foothooks..... " 8 1/2  
2nd Ditto..... " 8  
3rd Ditto..... " 8  
Top Timbers..... " 5  
Deck Beams ....N°. of 15..... " 9  
Hold Beams ....N°. of ..... " 11  
Keel ..... " 12  
Kelsons ..... " 12

Inches. Middle Ends  
Moulded 12  
" 7  
" 6  
" 4 1/2  
" 9  
" 14  
" 26

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

**Copper.** Inches.  
Heel-Knee, and Dead Wood abaft ..... 1 1/8  
Scarp of Keel.....N°. one 3/4  
Floor Timber Bolts ..... 3 1/4  
Kelson ditto..... 1  
Transoms and throats of Hooks ..... 1  
Arms of Hooks ..... 1/8

**Size of Bolts in Fastenings.** Inches.  
**Copper.**  
Bolts thro' the Bilge and Foot Waling ..... 3/4  
Butt End Bolts ..... 3/4  
Lower Pintle of the Rudder ..... 2 1/2

**Iron.** Inches.  
Hold Beam .....  
Deck Beam .....  
..... same in Iron above the Copper.....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. avg The Space between the Top-timbers is four 1/2 Inches. avg The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

The Floors and first Foothooks are composed of do Timber.

The other Foothooks and Top Timbers of do

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

The rest of the Shifts of the Frame are not made

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

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

The Butts of the Timbers are close together; their thickness not less than of the entire moulding at that place.

The Frame is chocked with 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 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

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

From the Light Water Mark to the Wales of do

The Wales and Black-strakes are of do The Topsides of English Oak

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

The Decks of English Oak 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 two & three 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 do Clamps of do

**Fastenings.**—To Hold Beams

Deck Beams Long & Locking Pins

Number of Breasthooks four Pointers none Crutches none

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

Bilge and Footwaling iron bolted through and clenched.

General Quality of Workmanship good

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

Builder's Name \_\_\_\_\_

Surveyor's Name John A. Brown



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
2	Fore Sails,	170	Chain .....	78	2	Bower,	5-2 each
2	Fore Top Sails,	70	Hempen Stream Cable .....	5	1	Stream,	2-2
1	Fore Topmast Stay Sails,	70	Hawser .....	5	2	Kedge,	1-1-8 3
2	Main Sails,	70	Towlines .....	4 1/2			
1	Main Top Sails,	70	Warp .....	2 1/2			
and all the masts, yards, &c.			All of <u>good</u> quality.				

Her Standing and Running Rigging is mostly new 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 fine hard dry oak Built Old Dyeil  
and is in excellent order three years since she had new  
decks & Topsides,

She has now had a new keel & false keelson  
and about 600 feet of plank shifted were regummed  
a great many new beams, & Bots, Caulked all  
over & thoroughly varnished.

I consider this vessel fit for the service of duty &  
possible repairs to & from all parts of the world

Will you be pleased to forward 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

The Amount of the Fee.....£ : 10 : 0 is received by me,  
Special .....£ : :  
John Holman

Committee's Minute 3rd March 1843

Character assigned A-1 Lightship



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