

No. 199 Survey held at Padston Date Aug²² 30 Rec 3^d Sept 1845 199
on the Smack Traveller Master John May
Tonnage 37.44 Built at Padston When built 1835
By whom built W. Parnell Owners Wm May & Co.
Port belonging to Padston Destined Voyage Newport
If Surveyed Afloat or in Dry Dock on the Graving Bank

Length aloft	Feet. <u>42</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>16</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>8</u> Inches. <u>1</u>		
Scantlings of Timber.			Thickness of Plank.				
Timber and Space..... each	Inches. <u>18</u>	Inches. Middle	Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors..... sided	<u>8</u>	Moulded	<u>9</u> <u>5 1/2</u>	Keel to Bilge	<u>2</u>	Foot Waling	<u>2</u>
1 st Foothooks..... "	<u>7</u>	"	<u>5</u>	Bilge Planks	<u>3</u>	Bilge Planks	<u>3</u>
2 nd Ditto..... "	"	"	"	Bilge to Wales	<u>2</u>	Ceiling in Flat	<u>2</u>
3 rd Ditto..... "	"	"	"	Wales	<u>3</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	"	"	"	Topsides	<u>2</u>	Hold Beam Clamps	"
Deck BeamsN°. of <u>13</u>	" <u>7</u>	"	<u>7 1/2</u> <u>5</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Hold BeamsN°. of	"	"	"	Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks	"
Keel	" <u>10</u>	"	<u>12</u>	Water-Ways <u>Plank</u>	"	Hold Beam Shelves	"
Kelsons	" <u>11</u>	"	<u>11</u>	Upper Deck	<u>2</u>	Deck Beam Ditto.....	"

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Bolts thro' the Bilge and Foot Waling	Inches.	Hold Beam	Inches.
Scarphs of Keel N ^o .		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. avg The Space between the Top-timbers is _____ Inches. 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 Ditto Timber.

The other Foothooks and Top Timbers of _____
The Shifts of the first and second Foothooks are not less than _____ N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are _____
The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____

The ~~alternate~~ Frames are alt 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 _____
The Scarphs of the Kelsons are not less than 6 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 Amer Elm
From the first Foothook Heads to the Light Water Mark of Ditto
From the Light Water Mark to the Wales of English Oak and Ditto
The Wales and Black-strakes are of Ditto The Topsides of Amer Oak
The Sheer-strakes and Plank-sheers of Ditto The Water-ways of Ditto & English
The Decks of Red Pine State of Good
The Shifts of the Planking are not less than 5 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

Planking Inside.—The Limber-strakes are composed of Amer Elm the Bilge Planks of Amer Elm
The Ceiling, Lower Hold, of Amer, Elm Between Decks of Ditto
Shelf Pieces of _____ Clamps of Ditto

Fastenings.—To Hold Beams
Deck Beams Lodging & Locking Iron to each
Number of Breasthooks 3 Pointers _____ Crutches _____
Butts End Bolts are of Iron in the Bottom, and Iron 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 Astor

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 .		
1	Fore Sails,	50	Chain	3/4	2	Bower,	4-0-0 & 3-3-0
1	Fore Top Sails,	80	Hempen Stream Cable	5 1/2	1	Stream,	1-3-0
	Fore Topmast Stay Sails,	70	Hawser	4	2	Kedge,	1-0-0 0-2-0
1	Main Sails,	70	Towlines	3			
	Main Top Sails,	70	Warp	2			
and all other masts, sails, &c.			All of <u>Good</u> quality.				

Her Standing and Running Rigging is quite sufficient in size and Good in quality.

She has One Long Boat and _____

The present state of the Windlass is Good Capstan _____ and Rudder Good

General Remarks—Statement and Date of Repairs.

Accompanying this Report is Mr Carters
certificate stating the repairs done from
time to time since 1843 which I believe
from the Gyne appearance to be correct
all her flat Ceiling is now new the Gyne
Caulks all over. Scupper her fit for the
safe conveyance of dry & perishable Cargoes
to and from all parts of the World

Be pleased to send a Certificate
of Classification to Mr Thomas Carter
Paisley

If Sheathed, Doubled, Felted, or Coppered Neither When last done _____

I am of opinion this Vessel should be Classed * A. 1

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

Certificate 5 0
Special£ : :

Committee's Minute 5th Sept 1845

Character assigned A. 1

John Bolton



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