

No. 230 Survey held at Lemonth Date Feb 17 Rec 20/2/186 230  
on the Schooner Ada Master Charles Parker  
Tonnage 114 Cms Built at Lemonth When built 1845  
By whom built Watt & Wishart Owners John Parker  
Port belonging to Scot Destined Voyage \_\_\_\_\_  
If Surveyed Afloat or in Dry Dock in Builder's Yard whilst on Progress

Length aloft .....	Feet. 68	Inches. 0	Extreme Breadth .....	Feet. 19	Inches. 4	Depth of Hold .....	Feet. 10	Inches. 8	
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>						
Timber and Space.....	each	20				<b>Outside.</b>	Inches.	<b>Inside.</b>	Inches.
Floors.....	sided	10	Moulded	10	8	Keel to Bilge .....	2 1/2	Foot Waling .....	3 1/2
1 <sup>st</sup> Foothooks.....	"	9	"	7 1/2	7	Bilge Planks .....	4 1/2	Bilge Planks .....	4
2 <sup>nd</sup> Ditto.....	"	8	"	6 1/2		Bilge to Wales.....	2 1/2	Ceiling in Flat .....	2 1/2
3 <sup>rd</sup> Ditto.....	"		"			Wales .....	4 1/2	Ditto Bilge to Clamp .....	2 1/2
Top Timbers .....	}	7	"	5 1/2	4 1/2	Topsides .....	2 1/2	Hold Beam Clamps .....	4
Deck Beams ....N <sup>o</sup> . of 18 .....		"	9	9	7	Sheer Strakes .....	3 1/2	Deck Beam Ditto.....	3
Hold Beams ....N <sup>o</sup> . of 2 .....	"	9	"	9	7	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks .....	2 1/2
Keel .....	"	11	"	14		Water-Ways .....	5	Hold Beam Shelves .....	—
Kelsons .....	"	11	"	14		Upper Deck .....	2 1/2	Deck Beam Ditto.....	—

Copper.			Size of Bolts in Fastenings.			Iron.		
	Inches.			Inches.			Inches.	
Heel-Knee, and Dead Wood abaft	1 1/4		Copper.			Hold Beam		7/16
Scarp of Keel	3/4	N <sup>o</sup> . One	Bolts thro' the Bilge and Foot Waling	3/4		Deck Beam		3/4
Floor Timber Bolts	1 1/4	}	Butt End Bolts	5/16				
Kelson ditto			Lower Pintle of the Rudder	3				
Transoms and throats of Hooks	1	}				same in Iron above the Copper		
Arms of Hooks	7/16							

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 2 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 Ditto. The Shifts of the first and second Foothooks are not less than 3-8 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are quite sufficient. The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is sufficient. 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 choiced with square Butt at each end of the choick. The Main Kelson is composed of English Oak and the False Kelson of \_\_\_\_\_. 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 American Elm. From the first Foothook Heads to the Light Water Mark of English Oak. From the Light Water Mark to the Wales of Ditto. The Wales and Black-strakes are of Ditto. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Ditto. The Water-ways of Ditto. 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 the 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 Ditto. Shelf Pieces of \_\_\_\_\_ Clamps of Ditto.

**Fastenings.**—To Hold Beams Wood Round. Deck Beams a Lodging & Locking Run. Number of Breasthooks Five Pointers None Crutches None. Butts End Bolts are of Copper in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Footwaling Ditto 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 Watt & Wishart  
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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .		
/	Fore Sails, <u>1 spare</u>	<u>150</u>	Chain .....	<u>15/16</u>	<u>2</u>	Bower,	<u>8-2-0 each</u>
/	Fore Top Sails,	<u>80</u>	Hempen Stream Cable .....	<u>8 1/2</u>	<u>1</u>	Stream,	<u>3-0-0</u>
/	Fore Topmast Stay Sails,	<u>80</u>	Hawser .....	<u>5</u>		Kedge,	<u>1-2-0 &amp; 1-0-0</u>
/	Main Sail,	<u>70</u>	Towlines .....	<u>4</u>			
/	<u>Left</u> Main Top Sails,	<u>70</u>	Warp .....	<u>3</u>			
and all other necessary Sails and			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.**

This is a very firm and excellent Built little  
Vessel, her dead-woods are partly Elm and partly English  
Oak, the Elm is not too high, the Timbers are  
not stopped in the Dead Wood, but they are better  
though, I think her fit to carry any description  
of Cargo to all parts of the World and recommend  
her being Classed A 1 for Eleven Years

I will send her name when I write for the  
Certificate

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed A 1, 11 years

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

Fees

Capitain

Special .....£ : :

John Holman

Committee's Minute

24<sup>th</sup> July 1846

Character assigned

A 1 for 11 years

alld



© 2021

Lloyd's Register  
Foundation