

No. 249 Survey held at Lancaster Date August 19 1846
on the Schooner Steamer Master Samuel Richards
Tonnage 59 0m Built at Shalden (Devon) When built 1832
By whom built Matthew V. Merchant Owners Matthew V. Merchant
Port belonging to Leith Destined Voyage Naupur
If Surveyed Afloat or in Dry Dock in Builders Yard

	Feet.	Inches		Feet.	Inches.		Feet.	Inches.	
Length aloft	58	0	Extreme Breadth	15	10	Depth of Hold	7	0	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space.....	each	20				Outside.	Inches.	Inside.	Inches.
Floors.....	sided	8	Moulded	9	7	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1 st Foothooks.....	"	7	"	7	6	Bilge Planks	3 1/2	Bilge Planks	3
2 nd Ditto.....	}	6 1/2	"	8	4 1/2	Bilge to Wales	2 1/4	Ceiling in Flat	2
3 rd Ditto.....		"	"	"	3 1/2	Wales	3 1/2	Ditto Bilge to Clamp	2
Top Timbers	"	8	"	8	6	Topsides	2	Hold Beam Clamps	
Deck BeamsN ^o . of 14	"		"	"	8	6	Sheer Strakes	3	Deck Beam Ditto.....
Hold BeamsN ^o . of	"		"			Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2
Keel	"	9	"	12		Water-Ways.....	3	Hold Beam Shelves	
Kelsons	"	9	"	19	9	Upper Deck	2 1/2	Deck Beam Ditto.....	

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft <u>un.</u>	Inches. <u>1</u>	Copper.	Inches. <u>5/8</u>	Hold Beam	Inches. <u>3/4</u>
Scarp of Keel N ^o . of <u>one</u>	<u>3/4</u>	Bolts thro' the Bilge and Foot Waling	<u>5/8</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>5/8</u>	same in Iron above the Copper	
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2 1/2</u>		
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks <u>Copper under Bands</u>	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. avg. The Space between the Top-timbers is 4 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 Ditto Timber.
The other Foothooks and Top Timbers of Ditto
The Shifts of the first and second Foothooks are not less than 3-3 N. B. When less than prescribed by the Rule, state how many.

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

alternate Frames are all bolted together. N. B. If not, state how bolted.
Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.
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 6 feet 0 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 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 Yel Pine State of New & Good
The Shifts of the Planking are not less than 5 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 thin Strakes between

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

Fastenings.—To Hold Beams
Deck Beams Lodging & Locking Run to each
Number of Breasthooks Three Pointers Crutches
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 John Holman
Surveyor's Name MacKinnon

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,	150	Chain	3/4	2	Bower, 4-0-0 & 3-3-0
/	Fore Top Sails,	80	Hempen Stream Cable	5 1/2	/	Stream, 1-2-14
/	Fore Topmost Stay Sails,	70	Hawser	4	/	Kedge, 1-0-0
/	Main Sails,	70	Towlines	3 1/2		
/	Top Main Top Sails,		Warp			
	and all other masting 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 Good and Rudder Good

General Remarks—Statement and Date of Repairs.

Repairs for Restoration March 5th & 5th 1846 fully completed

Lengthened 15 feet in Midships

All new Planks from Keel to Comings, including Decks

Nearly all new Beams & Timbers

All new Ceiling

New Keel & Helms

New Comings, all new Stanchions, Rails & Palanques

All new Mast & Yards, New Pumps, nearly all new

Sails & Riggings

One New Chain Cable

Coppered hull & sufficiently fastened and in every

superior order in every respect

If Sheathed, Doubled, Felted, or Coppered

When last done

We are of opinion this Vessel should be Classed A 1 & 2

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

Antipater

Special£ : :

John Robinson

Committee's Minute 28th Dec 1846

Character assigned 12 A 1 from 1832

Rest 8 A 1 from 1846



© 2021

Lloyd's Register
Foundation