

No. 256 Survey held at Leicester Date January 8 1847
 on the Smack Selena Master Thomas Tuckey
 Tonnage 33.4 Built at Tottenham When built 1825
 By whom built Thomas Bowden Owners Samuel Leary
 Port belonging to Leicester Destined Voyage Swansea
 If Surveyed Afloat or in Dry Dock Afloat

| | | | | | |
|--------------------------------|----------------------------------|---------------------------------------|-------------------------------------|-------------------------------|---------------------------------|
| Length aloft | Feet. <u>49</u> Inches. <u>5</u> | Extreme Breadth | Feet. <u>15</u> Inches. <u>8</u> | Depth of Hold | Feet. <u>5</u> Inches. <u>1</u> |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Timber and Space | each <u>20</u> | Inches. <u>8</u> | Moulded <u>8</u> | Outside. | Inside. |
| Floors | sided <u>8</u> | | | Keel to Bilge | Foot Waling |
| 1 st Foothooks | " | | " | Bilge Planks | Bilge Planks |
| 2 nd Ditto | " | | " | Bilge to Wales | Ceiling in Flat |
| 3 rd Ditto | " | | " | Wales | Ditto Bilge to Clamp |
| Top Timbers | " | | " | Topsides | Hold Beam Clamps |
| Deck Beams | N ^o . of <u>10</u> | <u>8</u> | <u>7 1/2</u> | Sheer Strakes | Deck Beam Ditto |
| Hold Beams | N ^o . of | " | " | Plank Sheers | Ceiling 'twixt Decks |
| Keel | " | <u>8</u> | <u>10</u> | Water-Ways | Hold Beam Shelves |
| Kelsons | " | <u>8</u> | <u>10</u> | Upper Deck | Deck Beam Ditto |
| Copper. | | | Size of Bolts in Fastenings. | | |
| Heel-Knee, and Dead Wood abaft | Inches. | Copper. | | Iron. | |
| Scarphs of Keel | N ^o . | Bolts thro' the Bilge and Foot Waling | | Hold Beam | |
| Floor Timber Bolts | | Butt End Bolts | | Deck Beam | |
| Kelson ditto | | Lower Pintle of the Rudder | | | |
| 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 1/2 Inches. 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 Go Timber. The other Foothooks and Top Timbers of Go. 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 _____ 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 5 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 Go. The Wales and Black-strakes are of Go. The Topsides of English Oak. The Sheer-strakes and Plank-sheers of Go. The Water-ways of Go. The Decks of Red Pine State of Good. The Shifts of the Planking are not less than 48 Feet 5 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 _____ between _____.

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

Fastenings.—To Hold Beams _____ Deck Beams Loose & Locking Pins Number of Breasthooks Four Pointers _____ Crutches _____ Butts End Bolts are of iron in the Bottom, and _____ 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 Robinson

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 . | | |
| / | Fore Sails, | 150 | Chain | 3/4 | 2 | Bower, | 3-2-0 each |
| / | ^{Left} Fore Top Sails, | 80 | Hempen Stream Cable | 5 | / | Stream, | 1-3 |
| / | Fore Topmast Stay Sails, | 70 | Hawser | 3 1/2 | / | Kedge, | 1-0 |
| / | Main Sails, | 70 | Towlines | 2 1/2 | | | |
| | Main Top Sails, | | Warp | | | | |
| and <u>all other masting sails</u> | | | 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.

I have known this little vessel when built and from observation am satisfied her frame is built of oak, last year she had a large repair when the Pl. Pine Ceiling was put in. I consider her in a good and efficient state of repair and fit to carry a dry and pushable cargo on her intended voyage and recommend her being classed Ex.

She has a long Hatchway which accounts for her not having more Beams.

Be pleased to forward Certificate to the

Saml. Loring

Mr. Kuper

Castle Street

Water ^{1/15}

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

I am of opinion this Vessel should be Classed Ex.

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

Committee's Minute 19th Jan 1844

Character assigned Ex.



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