

No. 371 Survey held at Exeter Date Sept 7 1845  
on the Schooner Johnson Master Sam<sup>r</sup> Loring  
Tonnage 84 Built at Eschambean When built 1839  
By whom built \_\_\_\_\_ Owners Sam<sup>r</sup> Loring  
Port belonging to Exeter Destined Voyage Newcastle  
If Surveyed Afloat or in Dry Dock in Building Yard

Length aloft ..... 61 9 Extreme Breadth ..... 19 Depth of Hold ..... 8 7

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>10</u>	Moulded	<u>10</u> <u>8</u>	Keel to Bilge	<u>2</u> <u>1</u> <u>2</u>	Limber Strakes	<u>2</u> <u>1</u> <u>2</u>
1 <sup>st</sup> Foothooks.....	<u>9</u>	"	<u>8</u> <u>7</u>	Bilge Planks	<u>3</u> <u>1</u> <u>2</u>	Bilge Planks	<u>3</u> <u>1</u> <u>4</u>
2 <sup>nd</sup> Ditto.....	<u>7</u>	"	<u>7</u> <u>6</u>	Bilge to Wales	<u>2</u> <u>1</u> <u>2</u>	Ceiling in Flat	<u>2</u> <u>1</u> <u>2</u>
3 <sup>rd</sup> Ditto.....	<u>7</u>	"	<u>6</u> <u>5</u>	Wales	<u>3</u> <u>1</u> <u>2</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	<u>7</u>	"	<u>6</u> <u>5</u>	Topsides	<u>2</u> <u>1</u> <u>2</u>	Hold Beam Clamps	<u>2</u>
Deck Beams N <sup>o</sup> <u>14</u> Average Space <u>3</u> <u>6</u>	<u>8</u>	"	<u>9</u> <u>7</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>2</u> <u>1</u> <u>2</u>
Hold Beams N <sup>o</sup> _____ Average Space _____	"	"	"	Plank Sheers	<u>4</u> <u>1</u> <u>2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	<u>11</u>	"	<u>14</u>	Water-Ways	<u>4</u> <u>1</u> <u>2</u>	Hold Beam Shelves	<u>2</u>
Kelsons	<u>12</u>	"	<u>22</u> <u>13</u>	Upper Deck	<u>2</u> <u>1</u> <u>2</u>	Deck Beam Ditto	<u>2</u>

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches.	Bolts thro' the Bilge and Limber Strakes	Inches.	Hold Beam	Inches.
Scarpns of Keel.....N <sup>o</sup> .		Butt End Bolts		Deck Beam	
Floor Timber Bolts		Lower Pintle of the Rudder			
Kelson ditto					
Transoms and throats of Hooks					
Arms of Hooks					

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, are composed of American Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Sumpter and are \_\_\_\_\_ free from all defects. The Floors and first Foothooks are composed of Black Birch & Sumpter Timber. The other Foothooks and Top Timbers of Sumpter. 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 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 \_\_\_\_\_ choaked with \_\_\_\_\_ Butt at each end of the chock. The Main Kelson is composed of Red Pine and the False Kelson of English Oak. The Scarpns of the Kelsons are not less than no scarp feet \_\_\_\_\_ inches. The Deck and Hold Beams are composed of Red Pine.

**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 Red Pine. From the Light Water Mark to the Wales of Exeter. The Wales and Black-strakes are of American Elm. The Topsides of Red Pine. The Sheer-strakes and Plank-sheers of Red Pine. The Water-ways of Ex. The Decks of Red & Grey 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 3 Shakes between

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

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams Lodging & Locking Pins & 12 Iron Nails & Pins & Nails both in the Floor Beams. Number of Breasthooks 4 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_. Butts End Bolts are of Iron in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English Oak. General Quality of Workmanship Good.

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature \_\_\_\_\_ Surveyor's Signature John Holliman

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,	150	Chain .....	7/0	2	Bower,	<i>Efficient</i>
/	Fore Top Sails,	70	Hempen Stream Cable .....	5 1/2	1	Stream,	<i>do</i>
/	Fore Topmast Stay Sails,	70	Hawser .....	4	2	Kedge,	<i>do</i>
/	Main Sails,	70	Towlines .....	3			
/	Main Top Sails,	70	Warp .....	2 1/2			
and <i>all the necessary Sails</i>			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 do and Rudder Good Pumps Good

**General Remarks—Statement and Date of Repairs.**

*New Pall Bit Log<sup>o</sup> Oak* *Opened as present*  
*Belg. Shakes under* *ditto all new* *in Rule 63*  
*1000 Runnels* *ditto*  
*4 Deck Runners* *ditto* *Planking all dropped down*  
*2 Quarter* *ditto* *ditto*  
*3 Planktrons*  
*12 Iron Tray nail Runners*  
*New Rudder & Lanyards*  
*All new Chain Bolls*  
*Caulked all over & properly overhauled*

*Be pleased to forward a Certificate to*  
*Mr Saml Lovering*  
*ditto*

If sheathed, doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed *F. 1 for 4 years*

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute *11<sup>th</sup> Sept. 1849*

Character assigned *F. 1*

*S.S. 44-45*



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