

No. 67 Survey held at Weyford Date March 5th 1842  
 on the Schooner Sinwick Master John Pihoe  
 Tonnage 62 tons Built at St. Martins Brunswick When built In the year of 1835  
 By whom built don't know Owners Mr. Cavonah  
 Port belonging to Weyford Destined Voyage Gloster  
 If Surveyed Afloat or in Dry Dock afloat  
See Weyford 35, 149 (Classed "Not Op")

Length aloft	56	Extreme Breadth	16	Depth of Hold	8
<b>Scantlings of Timber.</b>					
Timber and Space	each	8	Moulded	4	3 1/2
Floors	sided	6			
1st Foothooks	"	5	"		
2nd Ditto	"	5	"		
3rd Ditto	"	5	"		
Top Timbers	"	4 1/2	"		
Deck Beams	N <sup>o</sup> . of	9	"	8	6
Hold Beams	N <sup>o</sup> . of		"		
Keel	"		"		
Kelsons	"	9	"	9	
<b>Thickness of Plank.</b>					
<b>Outside.</b>			<b>Inside.</b>		
Keel to Bilge			Foot Waling		3
Bilge Planks	3 1/2		Bilge Planks		3 1/2
Bilge to Wales	2 1/2		Ceiling in Flat		2 1/2
Wales	3		Ditto Bilge to Clamp		2 1/2
Topsides	3		Hold Beam Clamps		
Sheer Strakes	3 1/2		Deck Beam Ditto		3 1/2
Plank Sheers	3 1/2		Ceiling 'twixt Decks		2 1/2
Water-Ways	4		Hold Beam Shelves		
Upper Deck	2		Deck Beam Ditto		

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

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of black birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of black birch and are all free from all defects. The Floors and first Foothooks are composed of black birch Timber. The other Foothooks and Top Timbers of American Spruce. 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 nearly all close. The Frame is well squared from the first Foothook Heads upwards, and good free from sap, and from thence downwards, the frame is very good. The alternate Frames are all bolted together. N. B. If not, state how bolted. as well as Pean gudge. The Butts of the Timbers are quite close together; their thickness not less than 1/2 of the entire moulding at that place. The Frame is well chocked with a Butt at each end of the chock. The Main Kelson is composed of Birch, with ribs of Elm and the False Kelson of St Elm. The Scarphs of the Kelsons are not less than 4 feet 6 inches. The Deck and Hold Beams are composed of \_\_\_\_\_

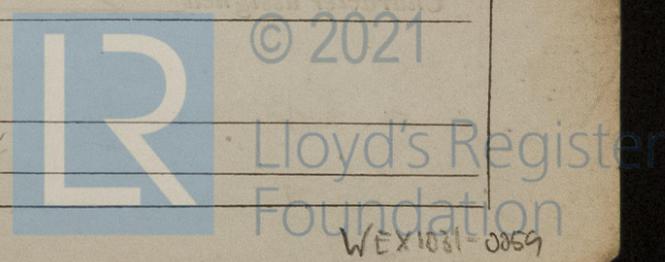
**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of St Birch. From the first Foothook Heads to the Light Water Mark of St Birch, bridge pieces of St Elm. From the Light Water Mark to the Wales of St Spruce. The Wales and Black-strakes are of Spruce. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. The Decks of St Spruce. State of very good condition. The Shifts of the Planking are not less than 6 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. General The Planking is wrought \_\_\_\_\_ between \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are composed of Black birch the Bilge Planks of St Elm. The Ceiling, Lower Hold, of flat all birch Between Decks of Spruce. Shelf Pieces of Spruce Clamps of \_\_\_\_\_

**Fastenings.**—To Hold Beams 4 Spruce knees to each well bolted & fastened. Deck Beams no Hold beams. Number of Breasthooks 3 of birch Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ Butts End Bolts are of 1/2 inch in the Bottom, and 2 Bolt in each Butt End through and clenched. Bilge and Footwaling 3/4 all well bolted through and clenched. very well fastened. General Quality of Workmanship very good.

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name \_\_\_\_\_  
 Surveyor's Name M. Deane



Her Masts, Yards, &c. are in good condition, and sufficient in size and length. proper size & length

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	130	Chain .....		2	Bower,
1	Fore Top Sails,	60	Hempen Stream Cable .....	4	1	Stream,
1	Fore Topmast Stay Sails,		Hawser .....		1	Kedge,
1	Main Sails,	65	Towlines .....	2 1/2		
	Main Top Sails,	70	Warp .....	2		
			All of _____ quality.			

and full suit of sails half worn, no spare sails  
 Her Standing and Running Rigging all very good sufficient in size and good in quality.

She has one boat Long Boat and \_\_\_\_\_

The present state of the Windlass is very good Capstan \_\_\_\_\_ and Rudder all new

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

This vessel has been opened fore & aft in every way for inspection & find her frame to be perfectly sound in every part, likewise her breast boards, & transoms, deck & deck frame quite sound & well fastened in every part - having been repaired about two years since, as follows, new keel of M Elm in one piece new stem post, bulge pieces in side & out of M Elm 30 feet long all well bolted together, but ends re-fastened, trenails all over new copper transom well fastened with Pine at each end - and is now fit to take a cargo to any port of world not in its nature subject to damage This vessel is always in the coasting trade, as the owner keeps her for his own purpose of carrying grain -

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

I am of opinion this Vessel should be Classed A. 3 or 4 years

The Amount of the Fee.....£ : 10 : is received by me, M Deveney  
 Special .....£ : :

Committee's Minute 8<sup>th</sup> March 1842

Character assigned A. 1 S.S. 3 Yr 1842

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