

Rec 19/1/46

No. 97 Survey held at Wesford Date 10th January 1846
 on the Schooner Boston Packet Master Coville
 Tonnage 43 tons Built at Noviscotia When built year of 1842
 By whom built _____ Owners Hortigue & Co
 Port belonging to Wesford Destined Voyage Glasgow
 If Surveyed Afloat or in Dry Dock on the Patent Slip

Length aloft	Feet. <u>51</u> Inches. —	Extreme Breadth	Feet. <u>15</u> Inches. —	Depth of Hold	Feet. <u>7</u> Inches. —	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>3</u>		Outside.	Inches.	Inside.	Inches.
Floors..... sided	<u>7</u>	Moulded	Keel to Bilge	<u>2</u>	Foot Waling	<u>3</u>
1 st Foothooks..... "	<u>6</u>	"	Bilge Planks	<u>6</u>	Bilge Planks	<u>3</u>
2 nd Ditto..... "	—	"	Bilge to Wales.....	<u>2</u>	Ceiling in Flat	<u>2 1/2</u>
3 rd Ditto..... "	—	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	<u>6</u>	"	Topsides	<u>2 1/2</u>	Hold Beam Clamps	—
Deck Beams N°. of <u>12</u>	<u>8</u>	"	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams N°. of —	—	"	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	<u>9</u>	"	Water-Ways	<u>4</u>	Hold Beam Shelves	—
Kelsons	<u>12</u>	"	Upper Deck	<u>2</u>	Deck Beam Ditto.....	<u>3</u>

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

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 Inches. The Stem, Stern Post, are composed of Black Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hackmatack & Birch and are Sound free from all defects.

The Floors and first Foothooks are composed of Black Birch & Hackmatack Timber.

The other Foothooks and Top Timbers of Top timbers Hackmatack & 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 _____

The Frame is _____ squared from the first Foothook Heads upwards, and _____ free from sap, and from thence downwards, the frame is _____ from what can be seen the frame quite sound & free from sap.

The alternate Frames are _____ bolted together. N. B. If not, state how bolted. I think that the alternate frames are bolted together

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 Black Birch and the False Kelson of Mexican Oak

The Scarphs of the Kelsons are not less than _____ feet _____ inches. All in one, & rider in one,

The Deck and Hold Beams are composed of Deck beams are Spruce

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Black Birch

From the first Foothook Heads to the Light Water Mark of Spruce & Birch

From the Light Water Mark to the Wales of Spruce of good Quality,

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 Spruce of good Quality State of In a very good State.

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 _____ between

Planking Inside.—The Limber-strakes are composed of Black Birch the Bilge Planks of Birch

The Ceiling, Lower Hold, of Spruce Between Decks of Spruce

Shelf Pieces of Spruce Clamps of Spruce

Fastenings.—To Hold Beams

Deck Beams Four good Spruce pieces to each beam well bolted & fastened

Number of Breasthooks Three Pointers none Crutches Two of Birch

Butts End Bolts are of 1/2 inch in the Bottom, and 1/2 inch Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 bolts bolted through and clenched.

General Quality of Workmanship as the quality of Mexican vessels are,

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

Builder's Name _____

Surveyor's Name M. Debever

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,	130	Chain	—	2	Bower, <i>All of proper size</i>
1	Fore Top Sails,	80	Hempen Stream Cable	3	1	Stream, <i>& good quality</i>
1	Fore Topmast Stay Sails,	—	Hawser	—	1	Kedge, <i>& good quality</i>
1	Main Sails,	80	Towlines	1 1/2		
1	Main Top Sails,	—	Warp	—		
and <i>some spare sails</i>			All of <u>good</u> quality.			

Her Standing and Running Rigging nearly new sufficient in size and good in quality.

She has one boat Long Boat and —

The present state of the Windlass is New Capstan — and Rudder good

General Remarks—Statement and Date of Repairs.

This vessel is perfectly staunch & strong in every part, Decks & deck frame, transoms, & breast hooks all good & very well fastened, & is fit to take in a cargo of dry & perishable goods to any part of the world not out of Europe, having ~~ten~~ got new bulge tires outside of Mexican oak, thirty feet long well bolted, & fastened, newly tinned all over, & re fastened in every part, where ever required, Coaled from Keel, to Comings, all new running rigging, Standing as all she should, all new sails, new chains, & every thing that was required.

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

I am of opinion this Vessel should be Classed A1 for one year from 1845

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

Special£ : :

Committee's Minute 20th Jan. 1846

Character assigned A1 for 4 years



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