

No. 113 Survey held at Wesford Date January 24th 1847
on the Spy Schooner Master Capt. Lambel
Tonnage 78 tons Built at St. Marys N. C. When built In the year 1845
By whom built _____ Owners R. M. & R. Allin
Port belonging to Wesford Destined Voyage Newport
Surveyed Afloat or in Dry Dock Surveyed Afloat

Length aloft	Feet. 60	Inches.	Extreme Breadth	Feet. 17	Inches.	Depth of Hold	Feet. 9	Inches.
Scantlings of Timber.			Thickness of Plank.					
Timber and Space	each	Inches.	Outside.			Inside.		
Floors	sided	9 19 1/2	Keel to Bilge	—	Foot Waling	3		
1 st Foothooks	"	9 Moulded 10 10	Bilge Planks	—	Bilge Planks	4		
2 nd Ditto	"	9 " 9 1/2 9	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2		
3 rd Ditto	"	— " —	Wales	4	Ditto Bilge to Clamp	2 1/2		
Top Timbers	"	8 " 9 8	Topsides	4	Hold Beam Clamps	—		
Deck Beams N ^o 9	Average Space } 4 feet	9 1/2 " 8 7	Sheer Strakes	4	Deck Beam Ditto	4		
Hold Beams N ^o 2	Average Space }	9 " 8 1/2 8	Plank Sheers	4	Ceiling 'twixt Decks	2 1/2		
Keel	"	— " —	Water-Ways	6	Hold Beam Shelves	—		
Kelsons	"	12 " 9 1/2 9 1/2	Upper Deck	2 1/2	Deck Beam Ditto	4		
Size of Bolts in Fastenings, distinguishing whether			Iron.					
Copper or Iron.			Copper or Iron.					
Heel-Knee, and Dead Wood abaft	—	—	Bolts thro' the Bilge and Foot Waling	1	Hold Beam	3/4		
Scarphs of Keel	N ^o .	—	Butt End Bolts	3/4	Deck Beam	3/4		
Floor Timber Bolts	1	—	Lower Pintle of the Rudder	2				
Kelson ditto	1	—						
Transoms and throats of Hooks	1	—						
Arms of Hooks	3/4	—						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is One 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 Wackmelack and are quite free from all defects. The Floors and first Foothooks are composed of Black birch Timber. The other Foothooks and Top Timbers of Spruce & Wackmelack. 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 Black birch and the False Kelson of Black birch. The Scarphs of the Kelsons are not less than _____ feet _____ inches. The Deck and Hold Beams are composed of Spruce.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Black birch. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Black birch. The Topsides of Spruce. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Spruce. The Decks of Spruce. State of very good. 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. The Planking is wrought _____ between _____

Planking Inside.—The Limber-strakes are composed of Black birch the Bilge Planks of Black birch. The Ceiling, Lower Hold, of Spruce Between Decks of Spruce. Shelf Pieces of Spruce Clamps of Spruce. **Fastenings.**—To Hold Beams 4 Spruce knees well bolted in each other & each bolted

Deck Beams 4 knees to each beam well bolted & fastened in every part

Number of Breasthooks 3 Spruce Pointers two Spruce Crutches _____

Butts End Bolts are of 3/4 inch in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Footwaling 3/4 inch 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 Signature _____

Surveyor's Signature M. Devereux

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,	120	Chain	7/8	2	Bower,	<i>all of proper weight and new</i>
1	Fore Top Sails,	75	Hempen Stream Cable	5 1/2	1	Stream,	
1	Fore Topmast Stay Sails,	60	Hawser	4	1	Kedge,	
1	Main Sails,	—	Towlines	—			
1	Main Top Sails,	70	Warp	3			
and has some spare Sails			All of <u>new</u> quality.				

Her Standing and Running Rigging all new & of proper size 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.

This vessel has been built under the inspection of a ship master from this port, sent out by the present owner, — is remarkably well fastened in her decks & deck frame, breast blocks & transoms & has been all treenailed & caulked from the waters edge upwards, bound as & all her spars & every part all through the ship — I consider her fit to take a cargo of dry & perishable goods to any part of the world,

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

I am of opinion this Vessel should be Classed N^o 4 years from 1848

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

John

Special£ : :

Certificate (if required)£ : :

Committee's Minute 16th Feb 1847

Character assigned A for 4 years

L. D.



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