

No. 132 Survey held at Weyford Date August 9th 1848  
on the Smack Liberty Master Wm Rowe  
Tonnage 46 tons Built at Hastings When built In the year of 1829  
By whom built \_\_\_\_\_ Owners Boon & Deane  
Port belonging to Weyford Destined Voyage Glaston  
If Surveyed Afloat or in Dry Dock Patent Ship

Length aloft	Feet. 30	Inches.	Extreme Breadth	Feet. 15	Inches.	Depth of Hold	Feet. 8	Inches.
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>				
Room and Space	Inches. 18							
Floors	sided 11	Moulded	11	10	Outside.	Inches. 2 1/4	Inside.	Inches. 3
1 <sup>st</sup> Foothooks	" 9	"	9	9	Keel to Bilge	2 1/4	Limber Strakes	3
2 <sup>nd</sup> Ditto	" 9	"	9	9	Bilge Planks	4	Bilge Planks	4
3 <sup>rd</sup> Ditto	" 9	"	9	9	Bilge to Wales	2 1/4	Ceiling in Flat	2 1/4
Top Timbers	" 3	"	3	3	Wales	4	Ditto Bilge to Clamp	2 1/4
Deck Beams N <sup>o</sup> 1	Average } 3 1/2 feet	" 9	" 8	7	Topsides	3	Hold Beam Clamps	2 1/4
Hold Beams N <sup>o</sup> 2	Average } 3 1/2 feet	" 9	" 8	7	Sheer Strakes	2 1/4	Deck Beam Ditto	3
Keel	" 9	" 11	" 11	" 11	Plank Sheers	2 1/4	Ceiling 'twixt Decks	2 1/4
Kelsons	" 10	" 12	" 12	" 12	Water-Ways	5	Hold Beam Shelves	2 1/4
					Upper Deck	2 1/4	Deck Beam Ditto	1

<b>Size of Bolts in Fastenings, distinguishing whether</b>				<b>Iron.</b>			
<b>Copper or Iron.</b>				<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft	3/8	Iron					
Scarphs of Keel	N <sup>o</sup> 1		Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam		
Floor Timber Bolts	1		Butt End Bolts	5/8	Deck Beam	3/4	
Kelson ditto	1		Lower Pintle of the Rudder	2			
Transoms and throats of Hooks	1/8						
Arms of Hooks	3/4						

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English oak and are quite free from all defects. The Floors and first Foothooks are composed of English oak Timber. The other Foothooks and Top Timbers of English oak. The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 2 1/2. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared. The alternate Frames are all bolted together. N. B. If not, state how bolted. 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 2 Butt at each end of the chock. The Main Kelson is composed of English oak and the False Kelson of African oak. The Scarphs of the Kelsons are not less than 6 feet 6 inches. The Deck and Hold Beams are composed of Deck beams are of English oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English oak. From the first Foothook Heads to the Light Water Mark of English oak. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of English oak. The Topsides of English oak. The Sheer-strakes and Plank-sheers of American oak. The Water-ways of Red pine. The Decks of Red pine. State of very good. The Shifts of the Planking are not less than 7 Feet 7 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 American Elm the Bilge Planks of American Elm. The Ceiling, Lower Hold, of American Elm Between Decks of English oak. Shelf Pieces of English oak Clamps of English oak

**Fastenings.**—To Hold Beams Three. Deck Beams Three good oak Planks to each beam all well bolted. Number of Breasthooks 4 English oak Pointers Crutches. Butts End Bolts are of 5/8 Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 Iron bolted through and clenched. Treenails of English oak. General Quality of Workmanship very good

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



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> .
1	Fore Sails,	120	Chain .....	7 1/2	2
1	Fore Top Sails,	70	Hempen Stream Cable .....	5	1
—	Fore Topmast Stay Sails,	—	Hawser .....	—	1
1	Main Sails,	—	Towlines .....	—	—
—	Main Top Sails,	100	Warp .....	3	—
and	All of <u>good</u> quality.				

Her Standing and Running Rigging very good sufficient in size and very good in quality.

She has one good Long Boat and and is fully equipped

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

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

*This vessel has had a very good repair, all new ceiling, covering boards, water ways, sheestakes, all newly turned, & fastened all over, having been examined all over, I find her decks, & deck framed perfectly strong & sound in every part, likewise, transoms & breast Hooks, stem, & stern post all perfectly sound & well fastened in all these parts. I consider her fit to take a cargo of dry & perishable goods to any part of Europe, this vessel is always in the Coasting Trade,*

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

I am of opinion this Vessel should be Classed R<sub>1</sub>

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 22<sup>nd</sup> Aug 1848

Character assigned —



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