

No. 133 Survey held at Weymouth Date August 15th 1843

on the Shoan Victory Master Wm. Deane

Tonnage 100 Built at Greenwich N.C. When built in the year 1835

By whom built Owners Mr. Mathew Pettit

Port belonging to Weymouth Destined Voyage India

If Surveyed Afloat or in Dry Dock IB on private ship classed 4 F. 1 Ship omitted
B.B.S. 44 44

Length aloft 59 Feet. Inches. Extreme Breadth 16 Feet. Inches. Depth of Hold 8 Feet. Inches.

| Scantlings of Timber. | | | | Thickness of Plank. | | | |
|------------------------------|---------|---------------|-------------|---------------------|---------|----------------------|---------|
| Room and Space | Inches. | Inches Middle | Inches Ends | Outside. | Inches. | Inside. | Inches. |
| Floors | 9 | 10 | 9 | Keel to Bilge | 2 1/2 | Limber Strakes | 3 |
| 1st Foothooks | 9 | 10 | 10 | Bilge Planks | 5 | Bilge Planks | 5 |
| 2nd Ditto | 9 | 10 | 11 | Bilge to Wales | 1/2 | Ceiling in Flat | 2 1/2 |
| 3rd Ditto | 9 | 10 | 11 | Wales | 4 | Ditto Bilge to Clamp | 2 1/2 |
| Top Timbers | 9 | 8 | 8 | Topsides | 2 1/2 | Hold Beam Clamps | 2 1/2 |
| Deck Beams N ^o 11 | 10 | 9 | 7 | Sheer Strakes | 3 | Deck Beam Ditto | 4 |
| Hold Beams N ^o 11 | 10 | 9 | 7 | Plank Sheers | 2 1/2 | Ceiling 'twixt Decks | 2 1/2 |
| Keel | 9 | 13 | 13 | Water-Ways | 4 1/2 | Hold Beam Shelves | 2 1/2 |
| Kelsons | 10 | 12 | 12 | Upper Deck | 2 | Deck Beam Ditto | |

| Copper or Iron. | | Size of Bolts in Fastenings, distinguishing whether | | Iron. | |
|--------------------------------|---------|---|---------|-----------|---------|
| | Inches. | | Inches. | | Inches. |
| Heel-Knee, and Dead Wood abaft | 1 | Bolts thro' the Bilge and Limber Strakes | 3/4 | Hold Beam | |
| Scarphs of Keel | 1 | Butt End Bolts | 5/8 | 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 | 7/8 | | | | |

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 2 Inches. The Stem, Stern Post, are composed of Hardwood & Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Hardwood and are quite free from all defects.

The Floors and first Foothooks are composed of Birch very good Timber. The other Foothooks and Top Timbers of Hardwood & Elm new

The Shifts of the first and second Foothooks are not less than 13 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are in one length

The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well chuted

The alternate Frames are not bolted bolted together. N. B. If not, state how bolted. The Butts of the Timbers are close close together; their thickness not less than 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 and the False Kelson of Red pine

The Scarphs of the Kelsons are not less than 6 feet inches. Shaped like in one length 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 Red pine new From the Light Water Mark to the Wales of Red pine new

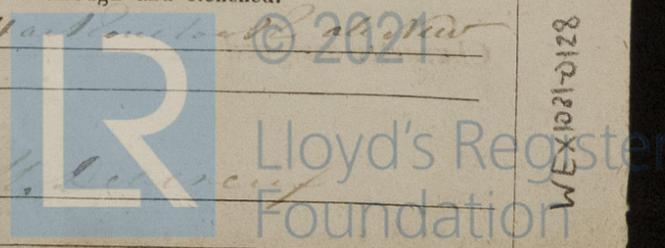
The Wales and Black-strakes are of Red pine new The Topsides of Red pine new The Sheer-strakes and Plank-sheers of Red pine new The Water-ways of Red pine new The Decks of Spruce State of very good

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 American Elm the Bilge Planks of Red pine new The Ceiling, Lower Hold, of American Elm Between Decks of Red pine new Shelf Pieces of Clamps of Red pine new

Fastenings.—To Hold Beams Deck Beams 4 good spruce pieces all well bolted in every part with two iron hanging pieces at each side bolted down to floors Number of Breasthooks Three Pointers Two Crutches Butts End Bolts are of 7/8 in in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 7/8 in bolted through and clenched. Treenails of American Elm General Quality of Workmanship pretty good

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



821021-0128

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 | 3/8 | 2 | Bower, <i>all of proper weight</i> |
| 1 | Fore Top Sails, | 70 | Hempen Stream Cable | 4 | 1 | Stream, |
| 1 | Fore Topmast Stay Sails, | - | Hawser | - | 1 | Kedge, |
| 1 | Main Sails, | - | Towlines | - | | |
| 1 | Main Top Sails, | 130 | Warp | 2 1/2 | | |
| and <i>some spare sails</i> | | | All of <u>good</u> quality. | | | |

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

She has one good Long Boat and well equipped

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

General Remarks—Statement and Date of Repairs.

This vessel is after getting shing good repairs on the patent Skips of this Town, having been opened fore & aft, for inspection. Repairs as follows, all new top timbers, all new ceiling, - new transoms, likewise all iron knees, & deck beams extending down to her keel, - all new breem boards, new Stanchions fore & aft - newly planed, from fore to the head, upwards, new Comings to hatchways, - new haub timbers, - transoms, & Breast Hoops, all carefully examined and all newly bolted, & fastened, all newly treenails, and re bolted all over, & caulked from keel to Comings, - & is in the highest state of repairs, 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 R for 4 years subject to inspection

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 22nd Aug 1848

Character assigned A 1 S 4



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