

No. 134 Survey held at Westford Recd. 9/9/40 Date August 26th 1884  
on the Schooner Rover Master Capt. Lambie  
Tonnage 65 tons Built at Barnstable When built In the year of 1860  
By whom built Mr Westcott Owners Richard Deserensy Esq  
Port belonging to Westford Destined Voyage Dublin  
If Surveyed Afloat or in Dry Dock In partial Ship

Length aloft	58	Feet.	Inches.	Extreme Breadth	13	Feet.	Inches.	Depth of Hold	9	Feet.	Inches.
<b>Scantlings of Timber.</b>				<b>Thickness of Plank.</b>							
Room and Space	22	Inches.									
Floors	sided	11	Moulded	12	12	Outside.	Inches.	Inside.	Inches.		
1st Foothooks	"	10	"	9	9	Keel to Bilge	2 1/2	Limber Strakes	3		
2nd Ditto	"	"	"	"	"	Bilge Planks	4 1/2	Bilge Planks	4		
3rd Ditto	"	"	"	"	"	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2		
Top Timbers	"	4	"	3 1/2	3 1/2	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2		
Deck Beams No 9	Average Space	4 1/2 feet	"	10	"	Topsides	2 1/2	Hold Beam Clamps	1		
Hold Beams No	Average Space	"	"	"	"	Sheer Strakes	3	Deck Beam Ditto	"		
Keel	"	10	"	11	11	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/4		
Kelsons	"	12	"	14	14	Water-Ways	4	Hold Beam Shelves	"		
						Upper Deck	2 1/2	Deck Beam Ditto	"		
<b>Size of Bolts in Fastenings, distinguishing whether</b>											
<b>Copper or Iron.</b>				<b>Copper or Iron.</b>				<b>Iron.</b>			
Heel-Knee, and Dead Wood abaft	1 1/8	Inches.		Bolts thro' the Bilge and Limber Strakes	3/4			Hold Beam	"		
Scarpns of Keel	No. 4			Butt End Bolts	3/4			Deck Beam	3/4		
Floor Timber Bolts	"			Lower Pintle of the Rudder	2 1/2						
Kelson ditto	"										
Transoms and throats of Hooks	"										
Arms of Hooks	2										

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 54 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 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 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. N. B. If not, state how bolted.

The alternate Frames are all 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 English oak and the False Kelson of. The Scarphs of the Kelsons are not less than feet inches. in the end. The Deck and Hold Beams are composed of English oak.

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Elm. 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 English oak. The Water-ways of English oak. The Decks of Pine 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 English oak the Bilge Planks of English oak. The Ceiling, Lower Hold, of English oak Between Decks of English oak. Shelf Pieces of Clamps of English oak.

**Fastenings.**—To Hold Beams. Deck Beams. Good oak. Three to each beam. Number of Breasthooks. Four. Pointers. Crutches. Butts End Bolts are of 3/4 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. Treennails 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> .	
2	Fore Sails,	150	Chain .....	3/8	2	Bower, <i>all good &amp; proper</i>
1	Fore Top Sails,	70	Hempen Stream Cable .....	4 1/2	1	Stream, <i>weight</i>
1	Fore Topmast Stay Sails,		Hawser .....		1	Kedge,
1	Main Sails,	65	Towlines .....	3 1/2		
1	Main Top Sails,	70	Warp .....	2 1/2		
and <i>belly found to this</i>			All of <u>good</u> quality.			

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

She has one good Long Boat and fully equipped

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

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

This vessel has been examined on board ship, and has received the following repairs, — all newly treenailed all over, & re-bolted where ever required. Several Ship's of plank from the water edge upwards, — great part of new decks — caulked all over — decks & deck frame in perfect order, transoms, & breast-hooks, right heads & raised timbers all perfect & good as the day she was launched — & is fit to take a cargo of dry & perishable goods to any part of the world.

as there is no expense spared, but give them what ever repairs she requires.

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

I am of opinion this Vessel should be Classed A' for 2 years longer —

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

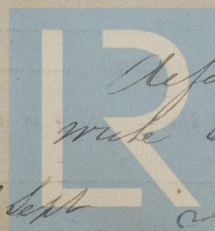
Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 13<sup>th</sup> Sept. 1848

Character assigned 10<sup>th</sup> 1

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