

No. 238 Survey held at Wesford Date 19<sup>th</sup> August 1854  
on the Schooner "Pilot" Masten Blue Meaney  
Tonnage Old 5 Built at Saunders in Milford When built In 1835  
By whom built M. Westcott Owners Mr Richard Devereux  
Port belonging to Wesford Destined Voyage Newport  
If Surveyed while Building, Afloat, or in Dry Dock On patent-Slip

Length aloft ..... 64 Feet. 1 Inches. Extreme Breadth ..... 16 Feet. 0 Inches. Depth of Hold ..... 9 Feet. 0 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>8 1/2</u>	Moulded	<u>11</u>	Keel to Bilge	<u>2 1/4</u>	Limber Strakes	<u>3</u>
1 <sup>st</sup> Foothooks.....	<u>7 1/2</u>	"	<u>8</u>	Bilge Planks	<u>1 1/2</u>	Bilge Planks	<u>4 1/2</u>
2 <sup>nd</sup> Ditto.....	<u>6 1/2</u>	"	<u>7</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/4</u>
3 <sup>rd</sup> Ditto.....	<u>5</u>	"	<u>4</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2 1/4</u>
Top Timbers	<u>5</u>	"	<u>4</u>	Short Hoods	<u>4</u>	Hold Beam Clamps	<u>3 1/2</u>
Deck Beams N <sup>o</sup> <u>13</u> Average Space } <u>3 1/2</u> feet	<u>4 1/2</u>	"	<u>8</u>	Topsides	<u>2 1/4</u>	Deck Beam Ditto	<u>3 1/2</u>
Hold Beams N <sup>o</sup> <u>2</u> Average Space }	<u>4</u>	"	<u>8</u>	Sheer Strakes	<u>2 1/2</u>	Ceiling-twixt Decks	<u>2 1/4</u>
Keel	<u>16 1/2</u>	"	<u>11</u>	Plank Sheers	<u>3</u>	Hold Beam Shelves	<u>3</u>
Keelsons	<u>11 1/2</u>	"	<u>14</u>	Water-Ways	<u>5 1/2</u>	Deck Beam Ditto	<u>3</u>
Scarpns of Ditto	<u>11 1/2</u>	"	<u>14</u>	Upper Deck	<u>2 1/2</u>		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft		<u>1</u>	Transoms and throats of Hooks	<u>3/8</u>	<u>7/8</u>	Lower Pintle of the Rudder		<u>2 1/4</u>
Scarpns of Keel.....N <sup>o</sup> . <u>None</u>			Arms of Hooks		<u>3/4</u>	Hold Beam		
Floor Timber Bolts		<u>1</u>	Bolts thro' Bilge & Limber Strakes		<u>3/4</u>	Deck Beam		<u>5/4</u>
Kelson ditto		<u>1</u>	Butt End Bolts		<u>3/4</u>			

**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 4 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 1/3 N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are any good 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 to the Gunwale. 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 choaked with a Butt at each end of the chock.

The Main Keelson is M Oak and free from all defects. The False Keelson is M Oak

The Deck Beams consist of English Oak The Hold Beams of English Oak The Knees of Oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is Elm

From the above named Height to the Light Water Mark Pitch Pine

From the Light Water Mark to the Wales Pitch Pine

The Wales and Black-strakes are Pitch Pine & English Oak The Topsides Pitch Pine

The Sheer-strakes English Oak and Plank-sheers Pitch Pine The Water-ways Pitch Pine and second hand Eng Oak round the bows

The Decks Yellow Pine State of New

The Shifts of the Planking are not less than 6 Feet 6 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 American Elm the Bilge Planks Pitch Pine & Oak 2 of oak

The Ceiling, Lower Hold, Pitch Pine Between Decks Pitch Pine 2 second hand African Oak

Shelf Pieces Pitch Pine Clamps Pitch Pine

**Fastenings.**—To Hold Beams

Deck Beams two pairs of good oak pieces—nearly all New—all newly bolted—with 3/4 bolts—4 New Deal beams—of English Oak one second hand African Oak

Number of Breasthooks 3 oak breast Hooks Pointers two of Iron Crutches two of Iron

Butts End Bolts are of 3/4 & one bolt in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are well bolted through and clenched. Treenails of Oak How Made Planed

General Quality of Workmanship Is heavy 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 New 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> .	Weight.
2	Fore Sails,	Chain .....	120 3/4	2	
1	Fore Top Sails,	Hempen Stream Cable .....	70 6		
1	Fore Topmast Stay Sails,	Hawser .....		1	
1	Main Sails,	Towlines .....	80 3/4		
1	Main Top Sails,	Warp .....	70 2 1/2	1	
and <u>well found in</u>		All of <u>good</u> quality.			

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

She has the good Long Boat and well equipped with Stores

The present state of the Windlass is New Capstan unchanged Rudder good Pumps New

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

This vessel has been placed on patent, & built in the Middle  
& lengthened 13 feet—New Keel & Nelson both in one length—  
all new planks in bottom, outside entirely new planks—  
except a plank of <sup>round the beam in one aft</sup> ~~boards~~ <sup>planks</sup> underneath at both  
ends of the ship & there were perfectly sound, all the  
the timbers of the frame were examined, & any unsound  
timber refitted & replaced with new, greater part of her  
floors & new, likewise first & second footboards, all of oak—  
New transoms aft across the stern timbers, with good iron  
knives—all new keeling, & several new deck beams of oak—  
New Decks—Water ways, covering boards—Cummings—  
all newly renewed & fastened all over—The crew  
of opinion, that this vessel is entitled to the  
Asterisk in Red—

all the planking both inside & out are nearly the  
length of the ship,

If Sheathed, Doubled, Felted, or Coppered

When last done

we are of opinion this Vessel should be Classed \*A1 in Red

The Amount of the Fee.....£ : 10 : 0 is received by me,

Special .....£ : :

Certificate (if required) .....£ : 2 : 6

Committee's Minute 29<sup>th</sup> August 1854

Character assigned

A1, 1 Asterisk SS 1854, 1855



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