

No. 76 Survey held at Bridport Date 6th June 1842
 on the Schooner Henry Warburton Master John Howe
 Tonnage 152 Built at Bridport When built 1842
 By whom built John Cox Owners Matthew Hutchinson
 Port belonging to London Destined Voyage Baltic
 If Surveyed Afloat or in Dry Dock on the Stocks

Length aloft	Feet. <u>23</u> Inches.	Extreme Breadth	Feet. <u>20</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>12</u> Inches. <u>6</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches. <u>23</u>	Inches. Middle <u>13</u> Inches. Ends <u>9</u>	Outside.	Inches.	Inside.	Inches.
Floors..... sided	<u>10</u>	Moulded	Keel to Bilge	<u>3</u>	Foot Waling	<u>3</u>
1 st Foothooks..... "	<u>9</u>	"	Bilge Planks	<u>4</u>	Bilge Planks	<u>3</u>
2 nd Ditto..... "	<u>8½</u>	"	Bilge to Wales	<u>2½</u>	Ceiling in Flat	<u>2½</u>
3 rd Ditto..... "	<u>7½</u>	"	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2¾</u>
Top Timbers	<u>6</u>	"	Topsides	<u>2½</u>	Hold Beam Clamps	<u>3</u>
Deck BeamsN°. of <u>19</u>	" <u>10</u>	" <u>9</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold BeamsN°. of <u>4</u>	" <u>10</u>	" <u>9</u>	Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks	<u>2½</u>
Keel	" <u>11</u>	" <u>15</u>	Water-Ways	<u>4½</u>	Hold Beam Shelves	<u>4</u>
Kelsons	" <u>15</u>	" <u>16</u>	Upper Deck	<u>3</u>	Deck Beam Ditto.....	<u>4</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	Copper.	Inches. <u>5/8</u>	Hold Beam	Inches. <u>1</u>
Scarphs of Keel.....Nº. <u>1</u>	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling	<u>5/8</u>	Deck Beam	<u>1</u>
Floor Timber Bolts	<u>1</u>	Butt End Bolts	<u>5/8</u>		
Kelson ditto	<u>1</u>	Lower Pintle of the Rudder	<u>2¾</u>		
Transoms and throats of Hooks	<u>7/8</u>			same in Iron above the Copper	<u>7/8</u>
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 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 4 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 4 feet

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

The alternate Frames are well bolted together.

N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is cross chocked with 1½ Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of none

The Scarphs of the Kelsons are not less than 6 feet 4 inches.

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 English 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 Yellow pine

State of

The Shifts of the Planking are not less than 5 Feet 0 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 English oak Clamps of English oak

Fastenings.—To Hold Beams Lodging Iron Knives with a Skinger of 4 Inch by 9 Inch

Deck Beams Lodging wood Knives with a Skinger of 4 Inch by 9 Inch

Number of Breasthooks five Pointers two Crutches one

Butts End Bolts are of copper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling 5/8 Copper bolted through and clenched.

General Quality of Workmanship well finished and Built with the best Materials

We certify that the preceding is a correct description of the above-named Vessel.

Builder's Name John Cox

Surveyor's Name Robt. Gray

Her Masts, Yards, &c. are in _____ 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,	180	Chain	1 1/6	2	Bower, 1 of 9-2-16 one of 9-0-0
1	Fore Top Sails,	60	Hempen Stream Cable	1 1/6	1	Stream, 4-2-0
1	Fore Topmast Stay Sails,	80	Hawser	5 1/2	1	Kedge, 2-1-10
1	Main Sails,	80	Towlines	4 1/2	1	D ^o — 1-1-5
1	Main Top Sails, <i>Gaff</i>	40	Warp	3 1/2		
4	<i>Shudding Sails</i>		All of <i>best</i> quality.			
and <i>all of the best quality</i>						

Her Standing and Running Rigging *is all new* sufficient in size and *very good* in quality.

She has *one* Long Boat and *one Small Boat*

The present state of the Windlass is *New* Capstan *New* and Rudder *New*

General Remarks—Statement and Date of Repairs.

The frame in this Vessel is well squared quite free from all defects all the frames are well Bolted together the Butts of the frame is close and cross choaked the planking is wrought agreeable to the Rules of the Society The Butts and Bidge planks are Bolted through and clenched is thoroughly Copper fastened all below the water and in every respect is a very strong and well built Vessel. Sails Masts and rigging all of the Best Quality.

Please to send me a Certificate of Classification for this Vessel as soon as convenient as she will sail in a few days
R Gray

Wey 94-0048

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

I am of opinion this Vessel should be Classed *12 A 1*

From The Amount of the Fee.....£ 2 : 0 : 0 is received by me, *Robt Gray*

Special£ : :

Committee's Minute *10th June* 18*42*

Character assigned *A 1 pr 12* *Gray*

[Signature]

[Signature]



© 2019

Lloyd's Register
Foundation