

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

76
A

Length aloft	Feet. Inches. 23	Extreme Breadth	Feet. Inches. 20 3	Depth of Hold	Feet. Inches. 12 6
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each 23		Outside.	Inside.	Inches.
Floors	sided 10	Moulded 13	Keel to Bilge	Foot Waling	3
1 st Foothooks	" 9	" 9	Bilge Planks	Bilge Planks	3
2 nd Ditto	" 8 1/2	" 8 1/2	Bilge to Wales	Ceiling in Flat	2 1/2
3 rd Ditto	" 7 1/2	" 7 1/2	Wales	Ditto Bilge to Clamp	2 3/4
Top Timbers	" 6	" 6	Topsides	Hold Beam Clamps	3
Deck Beams N ^o . of 19	" 10	" 9	Sheer Strakes	Deck Beam Ditto	3
Hold Beams N ^o . of 4	" 10	" 9	Plank Sheers	Ceiling 'twixt Decks	2 1/2
Keel	" 11	" 15	Water-Ways	Hold Beam Shelves	4
Kelsons	" 15	" 16	Upper Deck	Deck Beam Ditto	4
Copper.			Iron.		
Heel-Knee, and Dead Wood abaft	Inches. 1		Copper.		Inches.
Scarphs of Keel N ^o . 1	7/8		Bolts thro' the Bilge and Foot Waling	Hold Beam	1
Floor Timber Bolts	1		Butt End Bolts	Deck Beam	1
Kelson ditto	1		Lower Pintle of the Rudder		
Transoms and throats of Hooks	7/8			same in Iron above the Copper	7/8
Arms of Hooks	3/4				

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 1 1/2 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.

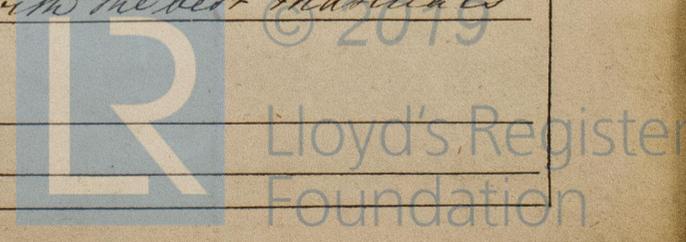
Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of English elm. From the first Foothook Heads to the Light Water Mark of English oak. From the Light Water Mark to the Wales of English oak. The Wales and Black-strakes are of English oak. The Topsides of English oak. The 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 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 Spinger of 4 Inch by 9 Inch. Deck Beams Lodging wood Knives with a Spinger 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.	
No.	Fibs	Fathoms.		Inches.	No.	
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	Do. 1-1-5
1	Main Top Sails, <i>Yacht</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 checked the planking is wrought agreeable to the Rules of the Society the Butts and Bilge 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

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

Committee's Minute 10th June 1842

Character assigned A 1 pr 12 Gray

[Signature]

[Signature]

