

Rev 14/10/48

No. 127 Survey held at Lyme Date 4 October 1848
 on the Schooner Honiton Packet Master Thomas Crookney
 Tonnage 68 Built at Lyme When built 1822
 By whom built Buisell Owners Fowler & Co
 Port belonging to Lyme Destined Voyage Leasting Trade
 If Surveyed Afloat or in Dry Dock on the Ways

| | | | | | |
|------------------------------|----------------------------------|-----------------|----------------------------------|---------------|---------------------------------|
| Length aloft | Feet. <u>61</u> Inches. <u>7</u> | Extreme Breadth | Feet. <u>16</u> Inches. <u>1</u> | Depth of Hold | Feet. <u>9</u> Inches. <u>0</u> |
| Scantlings of Timber. | | | Thickness of Plank. | | |
| Timber and Space | each <u>23</u> | Moulded | Outside. | Inches. | Inside. |
| Floors | sided <u>9 1/2</u> | <u>10 1/2</u> | Keel to Bilge | <u>2 1/2</u> | Foot Waling |
| 1st Foothooks | " <u>9</u> | " <u>9</u> | Bilge Planks | <u>4</u> | Bilge Planks |
| 2nd Ditto | " <u>8 1/2</u> | " <u>8 1/2</u> | Bilge to Wales | <u>2 1/2</u> | Ceiling in Flat |
| 3rd Ditto | " <u>8</u> | " <u>8</u> | Wales | <u>4</u> | Ditto Bilge to Clamp |
| Top Timbers | " <u>7</u> | " <u>7</u> | Topsides | <u>2</u> | Hold Beam Clamps |
| Deck Beams N° <u>16</u> | Average Space } <u>10</u> | " <u>9</u> | Sheer Strakes | <u>3</u> | Deck Beam Ditto |
| Hold Beams N° | Average Space } <u>15</u> | " <u>15</u> | Plank Sheers | <u>2 1/2</u> | Ceiling 'twixt Decks |
| Keel | " <u>9</u> | " <u>14</u> | Water-Ways | <u>4</u> | Hold Beam Shelves |
| Kelsons | " <u>11</u> | " <u>14</u> | Upper Deck | <u>2 1/2</u> | Deck Beam Ditto |

| | | | |
|--|------------|---------------------------------------|--------------|
| Size of Bolts in Fastenings, distinguishing whether | | Iron. | |
| Copper or Iron. | Inches. | Copper or Iron. | Inches. |
| Heel-Knee, and Dead Wood abaft | <u>7/8</u> | Bolts thro' the Bilge and Foot Waling | <u>5/8</u> |
| Scarphs of Keel N° <u>1</u> | <u>7/8</u> | Butt End Bolts | <u>5/8</u> |
| Floor Timber Bolts | <u>1</u> | Lower Pintle of the Rudder | <u>2 1/4</u> |
| Kelson ditto | <u>1</u> | | |
| Transoms and throats of Hooks | <u>7/8</u> | | |
| Arms of Hooks | <u>7/8</u> | | |
| | | Hold Beam | <u>5</u> |
| | | Deck Beam | <u>7/8</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 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 are 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 close together; their thickness not less than 1/3 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 English Oak and the False Kelson of none. The Scarphs of the Kelsons are not less than 5 feet 6 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 American Red Pine State of good Quality. 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 Three Strakes 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 none Clamps of English Oak.

Fastenings.—To Hold Beams 5
 Deck Beams Double Lodging wood knees
 Number of Breasthooks four Pointers none Crutches one
 Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling Iron bolted through and clenched.
 General Quality of Workmanship very good

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



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 . | |
| 3 | <i>Sills</i> Fore Sails, | 160 | Chain | 7/0 | 2 | Bower, one of 7 cwt one of 6 cwt |
| 2 | Fore Top Sails, | 75 | Hempen Stream Cable | 6 1/2 | 1 | Stream, of 3 cwt |
| 1 | <i>of gallant sail</i> Fore Topmast Stay Sails, | 80 | Hawser | 5 | 1 | Kedge, of 2 cwt |
| 1 | Main Sails, | 75 | Towlines | 4 1/2 | | |
| 1 | <i>of</i> Top Sails, | 70 | Warp | 3 | | |
| and all of good quality | | | All of <u>good</u> quality. | | | |

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

She has one Long Boat and _____

The present state of the Windlass is New ~~Caps~~ and Rudder New

General Remarks—Statement and Date of Repairs.

This Vessel was Built at Lyme Regis in 1822 then Registered 45 Tons She has now been hove up on the Ways and Lengthened in the Midships 10 feet and has had very large Repairs New Keel and Keelson fore and aft 3 New Breasthooks 2 Upper Deck Beams 17 floors 42 first and second foot hooks and 53 Top Timbers, all New Decks Waterways Spurketing and Plank sheers, all New Stanchions Rails & Butwarks New Windlefs and Paul Bits New Top sides, and the Wales nearly all New, New Knightheads & Horse Timbers The Planking in the Bottom and the Bidge Planks is nearly all New the Ceiling on both Sides all New with the Exception of a few short Planks left at the Ends, and has been Thoroughly Caulked all the Midships frames are well bolted together well squared and free from all Defects the Butts of the Frame are close and crop checked all the Butts and Bidge Planks are well Bolted through and clenched, the Planking is wrought agreeable to the Rules of the Society, all the work is well put out of hand and in point of strength we are of opinion She is equal to a New Vessel

Robt Gray
John Holman

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

We are, ~~of~~ of opinion this Vessel should be Classed A1

The Amount of the Fee.....£ 1 : : : is received by me, *Robt Gray*

Special£ : :

Certificate (if required)£ : 5 :

Committee's Minute 17th Oct 1848

Character assigned A1 *alter*

second large repair



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