

No. 8 Port of Whitehaven Date 18<sup>th</sup> Sep<sup>r</sup> 1834  
Survey of the Schooner Enterprise Master John Gibbs  
Tonnage 123 Owners Thos<sup>d</sup> Hammond & Others Port belonging to Whitehaven  
By whom built Wm Wilson & Co Where built Whitehaven When built 1826  
Destined Voyage A Regular Trader between the ports of London, Belfast & Whitehaven  
Surveyed afloat

Dimensions.				Thickness of Plank.			
Feet. Inches.		Feet. Inches.		Outside.		Inside.	
Length of Keel.....		Depth of Hold .....		Bilge to Wales .....		Ceiling below Hold Beams .....	
Rake of Stem .....		Lower Hold .....		Short Hoods .....		Clamps and Bilge Planks.....	
D° of Stern Post.....		Between Decks .....		Bilge Planks .....		Upper Deck Planks and	
Extreme Breadth .....				Bilge to Keel .....		Spirketting .....	
				Wales .....			
				Topsides .....			
				Plank Shears.....		'Twixt Deck Ceiling.....	

  

Scantling of Timber.			
Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each .....			
Floors in the middle .....			
_____ at the ends .....			
1 <sup>st</sup> Foothooks .....			
2 <sup>nd</sup> Foothooks .....			
3 <sup>rd</sup> Foothooks .....			
Frame .....			
Top Timbers .....			
Deck Beams middle .....			
_____ at the ends .....			
_____ Knees to d° .....			
Keel, N°. Lengths .....			
Main Kelson .....			
Scarphs at Kelson .....			

*These scantlings cannot be obtained owing to keel being closed up.*

*English Yew and American Oak.*

Decks.	
Inches.	Inches.
Thickness.....	Water Ways.....

  

Bolts.	
Inches.	Inches.
Keel Knee and Dead Wood	Butt Bolts.....
abaft .....	Hold Beam Bolts .....
Scarph of the Keel .....	Hooks forward at throat .....
Kelson Bolts .....	Hooks forward at arms.....
Bolts thro' the Bilge and Foot	Transoms .....
Waling .....	Lower Pintle of the Rudder

We certify that the preceding is a correct description of the above-named Vessel. Witness hand, this day of

Builder's Name \_\_\_\_\_

Surveyor's Name \_\_\_\_\_

Masts, Yards, &c.

	Sort Wood.	Length, &c.
Bowsprit .....		
Foremast .....		
Topmast .....		
Fore Yard .....		
Main Mast .....		
Main Top Mast .....		
Main Yard .....		
Mizen Mast .....		

*Mast Yards &c all in good condition*

Sails.

N°.	N°s.
2 Fore Topmast Stay Sails.....	
2 Fore Sail .....	
1 Fore Topsails .....	
2 Main Sails .....	
1 Main Top Sails. <i>Half Topail</i> .....	
And is generally well found in other sails.	

*The Sails all good except the Fore Topail, notice given to the Master to have a new one.*

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp .....		
2 D° Iron.....	180	1
1 Hawser.....	90	5½
1 Towlines .....	90	5½
1 1 <sup>st</sup> Warp .....	90	3
2 <sup>nd</sup> D° .....		

Standing and Running Rigging is all found to be sufficient in size, and good in quality. *appears all good in size and quality*

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

Owner's Name \_\_\_\_\_

Nautical Surveyor's Name \_\_\_\_\_

*Thos<sup>d</sup> Hammond*

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## SURVEYOR'S REMARKS.

**Timbering.** African and English Oak, except the Floorings are Quebec, of good quality  
**The Quality,** every second Timber Framed and Bolted together.  
**Squaring, and** Well squared and Workmanship good —  
**Workmanship.**

**Planking.** From Keel to Bilge American Oak and from thence <sup>to Gunwale</sup>.  
**Outside and Inside** English and African Oak. — Inside ceiling to Bilge American Oak and  
**Quality, Edging,** from thence to upper Deck Binding English & African Oak.  
**and Workmanship.** Workmanship good and well put together. —

**Fastenings.** Copressed Fastened to Bends, English Oak Ironails goes through and  
**If Sheathed,** wedged on the ceiling, Bound with English and African Oak Stringers  
**Doubled, or** and Iron Stakes, sufficiently found and well put together. —  
**Felted.** Single Batten. —

**Repairs.** Having been thoroughly caulked at different times, was particularly  
 overhauled in the Summer 1834 had a few defective Planks taken out abatt  
 and renewed but appeared in other respects in good order. —

**General Observations** The appearance of the Enterprise is good has been well Built both  
**and Opinion as** as to Materials and Workmanship and is in a high state of Repair  
**required by the** as far as can be seen, and capable of carrying dry and fresh water cargo,  
**Instructions.** and is in my humble opinion comes within the description. 12 A. X

The Amount of the Fee, " £ 0 : 10 : 6 is received by me. *Thos. Hammond*

Committee Minute 21 Sept 1834

Character assigned A 1 for 9 Years

*Thos. Hammond*  
*For the First Entry and Classification.*



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