

No. 75 Survey held at Whitehaven Date 16 Nov 1837  
 on the Brig's Vessel; Elizabeth Buckham Master Henry Booth Hewitt  
 Tonnage 242 6/10 Built at Whitehaven, C. Cumberland When built in the Years 1836 and 1837  
 By whom built by Messrs. Melrose & Co. Owners Henry Booth Hewitt and Others  
 Port belonging to Whitehaven Destined Voyage \_\_\_\_\_  
 If Surveyed Afloat or in Dry Dock and while remaining 18 m. in the Dock

Length aloft..... 94 5 Extreme Breadth ..... 24 6 3/4 Depth of Hold ..... 16 ~

**Scantlings of Timber:**

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	12		
Floors..... sided	12	Moulded	14 10 1/2
1 <sup>st</sup> Foothooks..... "	10 1/2	"	10 1/2 9 1/2
2 <sup>nd</sup> Ditto..... "	9 1/2	"	9 1/2 8 1/2
3 <sup>rd</sup> Ditto..... "	8 1/2	"	8 1/2 7 1/2
Top Timbers..... "	7	"	7 1/2 7 1/2
Deck Beams..... <u>Number 22</u> "	8	"	6 1/2 6 1/2
Hold Beams..... <u>do 12</u> "	10	"	10 7
Keel..... "	12	"	14
Kelsons..... "	12	"	21

**Thickness of Plank:**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	3	Foot Waling.....	3 1/2
Bilge Planks.....	4 1/2	Bilge Planks.....	4
Bilge to Wales.....	3	Ceiling in Flat.....	2 1/2
Wales.....	4 1/2	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	6 1/2
Sheer Strakes.....	3	Deck Beam Ditto.....	3 1/2
Plank Sheers.....	3	Ceiling 'twixt Decks.....	2
Water-ways.....	4 1/2	Hold Beam Shelves.....	
Upper Deck.....	3	Deck Beam ditto.....	

**Size of Bolts in Fastenings.**

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/8	8 1/2			
Scarphs of Keel..... N <sup>o</sup> . 2		Bolts thro' the Bilge and Foot Waling.....	7/8	Hold Beam.....	7/8
Floor Timber Bolts.....	1	Butt End Bolts.....	3/4	Deck Beam.....	3/4
Kelson ditto.....	1	Lower Pintle of the Rudder.....	3		
Transoms and throats of Hooks.....	1			same in Iron above the Copper.....	1/2
Arms of Hooks.....	7/8				7/8

**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 5 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are entirely free from all defects. whatsoever.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of English Oak do.

Her Shifts of the first and second Foothooks are not less than 4 1/2 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 5 1/2 feet

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

The ~~alternate~~ Frames are \_\_\_\_\_ bolted together. all frames, and all bolted together.

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

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

The Main Kelson is composed of African Oak and the False Kelson of African Oak

The Scarphs of the Kelsons are not less than 10 feet \_\_\_\_\_ inches. (Only one Scarph)

The Deck and Hold Beams are composed of English and African Oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of the Best American Elm

From the first Foothook Heads to the Light Water Mark of American white Oak Not Ends, above Light Water Mark of English or African Oak

From the Light Water Mark to the Wales of English and African Oak

The Wales and Black-strakes are of English and African Oak

The Topsides of English and African Oak

The Sheer-strakes of English and African Oak

The Gunwales of English and African Oak Water-ways of English and African Oak

The Shifts of the Planking are not less than 5 feet, and ten Strakes between N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

**Planking Inside.**—The Clamps are composed of English & African Oak the Stringers of English and African Oak

The Bilge Planks of English and African Oak and the remainder of the Ceiling of English and African Oak

**Fastenings.**—To Hold Beams Horizontal Iron knees and Stringers; the knees lodging betwixt each Beam.

Deck Beams Stringers and Stable Standard Iron knees

Number of Breasthooks 5 of Wood and 1 of Iron Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of Copper in the Bottom, and a Bolt in each Butt End through and clenched. on Rings

Bilge and Footwaling Copper bolted through and clenched. on Rings

General Quality of Workmanship Of the Best Quality.

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

Builder's Name John Scott

Surveyor's Name W. Sell



Her Masts, Yards, &c. are in \_\_\_\_\_ condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
2	Fore Sails,	180	Chain .....	1 1/2	3
2	Fore Top Sails,	60	Hempen Stream Cable.....	4	1
2	Fore Topmast Stay Sails,	270	Hawser <i>7/8...5/8...4/8...</i>	2	2
2	Main Sails,		Towlines .....		
2	Main Top Sails,		Warp .....		
and <i>3 top &amp; 2 jib</i>			All of <i>good</i> quality.		

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

She has 1 Long Boat and 1 Pinnace 1 Jib

The present state of the Windlass is good Capstan good and Rudder good

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

This is a well built vessel and fulfills your directions for a first class vessel she is well fastened aft with Iron diagonal knees from the wing Transom to the upper deck she has a raised quarter Deck and the stern after beam are of the best oak timber and very well fastened—she is well found in every thing and <sup>is a</sup> very superior vessel.

If Sheathed, Doubled, or Felted, Coopered to the wales

and Date when last done Oct. 1837

And I am of opinion this Vessel should be Classed A. 1. 12 year

The Amount of the Fee.....£ 3 : 3 : is received by me,

*W. Lee*

*2. 5 Dec*

Committee Minute 5 Dec 1837

Character assigned

A 1 for 10 years

*W. Lee*



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