

No. 17 Survey held at Belfast Date 8th June 1836 17
on the Schooner Venus Master Mr Richards
Tonnage 53 Built at Belfast When built 1818
By whom built Mr Taylor Owners Wm & Co
Port belonging to London Destined Voyage Aberdeen
If Surveyed Afloat or in Dry Dock on the beach at Mr. McEwan's yard at Belfast

Length aloft... 48 7 Feet. 7 Inches. Extreme Breadth... 16 2 Feet. 2 Inches. Depth of Hold... 8 7 Feet. 7 Inches.

Scantlings of Timber.

	Feet.	Inches.		Inches.	Inches.	Inches.
Timber and Space.....	each	<u>18</u>				
Floors.....	sided	<u>7</u>	Moulded	<u>8 1/2</u>	<u>6 1/2</u>	
1 st Foothooks.....	"	<u>7</u>	"	<u>6 1/2</u>	<u>6</u>	
2 nd Ditto.....	"	<u>6</u>	"	<u>5 1/2</u>	<u>5</u>	
3 rd Ditto.....	"		"			
Top Timbers.....	"	<u>5 1/2</u>	"	<u>5 1/2</u>	<u>4</u>	
Deck Beams.....	"	<u>7 1/2</u>	"	<u>7</u>	<u>5</u>	
Hold Beams.....	"		"			
Keel.....	"	<u>8 1/2</u>	"	<u>12</u>		
Kelsons.....	"	<u>11</u>	"	<u>11</u>		

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>2</u>				
Scarphs of Keel.....	<u>N^o</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	
Floor Timber Bolts.....	<u>1</u>	Butt End Bolts.....	<u>5/8</u>	Deck Beam.....	<u>1 1/8</u>
Kelson ditto.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>1 3/4</u>		
Transoms and throats of Hooks.....	<u>3/4</u>			same in Iron above the Copper.....	
Arms of Hooks.....	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is Two Inches. The Space between the Top-timbers is Three Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are — free from all defects.

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

Her other Foothooks and Top Timbers of —

Her Shifts of the first and second Foothooks are not less than Two Shoffut N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are Three feet

The Frame is well squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is good & square

The alternate Frames are — bolted together.

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 One Butt at each end of the chock. As far as the new work is done

The Main Kelson is composed of English Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than — feet — inches. in one piece

The Deck and ~~Hold~~ Beams are composed of English Oak in St. 10

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Oak

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of —

The Wales and Black-strakes are of —

The Topsides of —

The Sheer-strakes of —

The Gunwales of —

Water-ways of —

The Shifts of the Planking are not less than four Feet — Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought three between. outside

Planking Inside.—The Clamps are composed of English Oak the Stringers of —

The Bilge Planks of English Oak and the remainder of the Ceiling of Red Pine & Cy. Oak new

Fastenings.—To Hold Beams

Deck Beams in St. 10. double knee'd with 3 Bolts in each beam of 3/4 dia

Number of Breasthooks three Pointers — Crutches —

Butts End Bolts are of 5/8 in the Bottom, and One Bolt in each Butt End through and clenched.

Bilge and Footwaling 5/8 bolted through and clenched.

General Quality of Workmanship The Ship is built in a good manner & is good

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

Builder's Name John Evans

Surveyor's Name James Chaffin

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Foundation

1700-73-0017

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, - <u>1</u> <u>new</u>	145	Chain	3 1/2	2	Bower,
2	Fore Top Sails,	80	Hemp <u>Iron</u> Stream Cable	1 1/2	-	Stream,
2	Fore Topmast Stay Sails,	65	Hawser	4	2	Kedge,
2	Main Sails, - <u>1</u> <u>new</u>	51	Towlines	2		All of proper weight.
1 <u>Off</u> <u>Top</u>	Main Top Sails, <u>new</u>	91	Warp	3		
	and other requisite Sails		All of <u>good</u> quality.			

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

She has One Long Boat and _____

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

General Remarks—Statement and Date of Repairs.

This Vessel was built at this Port of good materials by an eminent builder of Ships & Sloop—Last built. This present she has had chiefly new cutting new fastened straight out—she has had ~~11~~ Eleven 1st Footboards—4 2nd Footboards & 6 3rd Footboards & Nine breast board—Several new sails & new running rigging at present well found—capable of carrying a very respectable cargo Coastways
James Haffuk

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And James of opinion this Vessel should be Classed Net-2

The Amount of the Fee.....£ : 10 : 6 is received by me,

James Haffuk

Committee Minute 8 November 1836

Character assigned A, 1.

W.H. J.H.



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