

No. 175 Survey held at Cumberton Date 12 April 1845  
on the Schooner Susan Master John Swin  
Tonnage 58 Built at Alracombe When built Jan'y 1840  
By whom built George Harris & Co Owners Capt'n & others  
Port belonging to Barnstaple Destined Voyage Coasting  
If Surveyed Afloat or in Dry Dock Dry

Length aloft	Feet. <u>55</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>15</u> Inches. <u>4</u>	Depth of Hold	Feet. <u>8</u> Inches. <u>9</u>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Timber and Space	each	Inches.		<b>Outside.</b>	Inches.
Floors	sided	<u>10</u>	Moulded	Keel to Bilge	<u>2 1/2</u>
1 <sup>st</sup> Foothooks	"	<u>9</u>	"	Bilge Planks	<u>4</u>
2 <sup>nd</sup> Ditto	"	<u>8</u>	"	Bilge to Wales	<u>2 1/2</u>
3 <sup>rd</sup> Ditto	"	<u>6</u>	"	Wales	<u>4</u>
Top Timbers	"	<u>6</u>	"	Topsides	<u>2</u>
Deck Beams	N <sup>o</sup> . of <u>11</u>	<u>8</u>	"	Sheer Strakes	<u>2 1/2</u>
Hold Beams	N <sup>o</sup> . of	<u>8</u>	"	Plank Sheers	<u>2 1/2</u>
Keel	"	<u>11</u>	"	Water-Ways	<u>5</u>
Kelsons	"	<u>11</u>	"	Upper Deck	<u>2 1/4</u>
				<b>Inside.</b>	Inches.
				Foot Waling	<u>2 1/2</u>
				Bilge Planks	<u>4</u>
				Ceiling in Flat	<u>2</u>
				Ditto Bilge to Clamp	<u>2</u>
				Hold Beam Clamps	<u>2 1/2</u>
				Deck Beam Ditto	<u>2 1/2</u>
				Ceiling 'twixt Decks	<u>2</u>
				Hold Beam Shelves	<u>—</u>
				Deck Beam Ditto	<u>—</u>
<b>Size of Bolts in Fastenings.</b>					
<b>Copper. Iron</b>				<b>Iron:</b>	Inches.
Heel-Knee, and Dead Wood abaft	<u>1</u>		Bolts thro' the Bilge and Foot Waling	Hold Beam	<u>—</u>
Scarphs of Keel	N <sup>o</sup> . <u>6</u>	<u>3/4</u>	Butt End Bolts	Deck Beam	<u>7/8</u>
Floor Timber Bolts	<u>3/4</u>		Lower Pintle of the Rudder		
Kelson ditto	<u>1</u>				
Transoms and throats of Hooks	<u>1</u>				
Arms of Hooks	<u>7/8</u>			same in Iron above the Copper	<u>—</u>

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is one Inches. The Space between the Top-timbers is four 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 three feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are three feet. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is —. The alternate Frames are — bolted together. N. B. If not, state how bolted. The Butts of the Timbers are — close together; their thickness not less than — of the entire moulding at that place. The Frame is — chocked with a Butt at each end of the chock. The Main Kelson is composed of English Oak and the False Kelson of —. The Scarphs of the Kelsons are not less than seven feet — 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 & English Oak. 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 Red Pine State of Very Good. The Shifts of the Planking are not less than Five 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 three strakes between

**Planking Inside.**—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak. The Ceiling, Lower Hold, of all English Oak Between Decks of English Oak. Shelf Pieces of — Clamps of English Oak.

**Fastenings.**—To Hold Beams Deck Beams Wood Knives well bolted with 7/8 Iron. Number of Breasthooks three Pointers — Crutches —. Butts End Bolts are of 1/2 Iron in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Footwaling — bolted through and clenched. General Quality of Workmanship Good.

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

Builder's Name

Surveyor's Name

James Brown



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.			
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	leat	2nd	3rd
2	Fore Sails,	75	Chain .....	7/8	2	5	1	0
1	Fore Top Sails,	75	Hempen Stream Cable .....	3/4	1	5	0	0
1	Fore Topmast Stay Sails,	95	Hawser .....	7	1	2	1	17
1	Main Sails,	75	Towlines .....	5 1/2	2	1	1	0
1	Main Top Sails,	75	Warp .....	4				
1	<sup>Self</sup> Main Top Sails,	160	All of <u>Good</u> quality.	3 1/2				
and all other necessary Sails								

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

She has one Long Boat and 1

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

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

If Sheathed, Doubled, Felted, or Coppered \_\_\_\_\_ When last done \_\_\_\_\_

I am of opinion this Vessel should be Classed 10 A 1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

James Brown

Special .....£ : :

Committee's Minute 16th April 1841

Character assigned A 1 for 10 years

[Signature]

[Signature]



© 2019

Lloyd's Register  
Foundation