

No. 758 Survey held at Bridford Date 10 April Rec 13/4/32 1852
on the Schooner Vivandiere Master John Bartlett
Tonnage Old Built at Bridford When built 1852
By whom built Robt Johnson Owners Harrison & Co
Port belonging to London Destined Voyage Lisbon
If Surveyed while Building, Afloat, or in Dry Dock Whilst building &c

Length aloft 68 Feet. 11 Inches. Extreme Breadth 14 Feet. 4 Inches. Depth of Hold 10 Feet. 10 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	9	Moulded	11 8	Keel to Bilge	2 1/2	Limber Strakes	2 1/2
1st Foothooks.....	7 1/2	"	8	Bilge Planks	4	Bilge Planks	4
2nd Ditto.....	6	"	6	Bilge to Wales	2 1/4	Ceiling in Flat	1
3rd Ditto.....	6	"	5 1/2 4	Wales	4	Ditto Bilge to Clamp	2
Top Timbers.....	4	"	"	Short Hoods	3 1/4	Hold Beam Clamps	3
Deck Beams N ^o <u>19</u> Average Space <u>3 1/2</u>	8	"	8 6	Topsides	2 1/2	Deck Beam Ditto	2 1/2
Hold Beams N ^o Average Space	"	"	"	Sheer Strakes	2 1/2	Ceiling 'twixt Decks	2
Keel	10	"	12	Plank Sheers	2 1/2	Hold Beam Shelves	1
Keelsons	10	"	12	Water-Ways	4	Deck Beam Ditto	1
Scarphs of Ditto <u>7 feet</u>	"	"	"	Upper Deck	2 1/2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft		1	Transoms and throats of Hooks		7/8	Lower Pintle of the Rudder	2 1/4	
Scarphs of Keel.....N ^o . <u>7</u>	5/8		Arms of Hooks	3/4		Hold Beam		
Floor Timber Bolts			Bolts thro' Bilge & Limber Strakes	5/8		Deck Beam		3/4
Kelson ditto		1	Butt End Bolts	5/8				

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 3 1/2 Inches. The Stem, Stern Post, consist of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of English Oak and are all free from all defects. The Floors consist of English Oak The First Foothooks of English Oak Timber. The Second Foothooks of English Oak The Third Foothooks of English Oak The Top Timbers of English Oak The Shifts of the first and second Foothooks are not less than 23 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 23 feet 6 in The Frame is well squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is _____ The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are all 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 Keelson is Greenheart and free from all defects. The False Keelson is English Oak The Deck Beams consist of English Oak The Hold Beams of _____ The Knees of English Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is English Elm From the above named Height to the Light Water Mark English Oak From the Light Water Mark to the Wales English Oak The Wales and Black-strakes are Eng. Oak to East India Teak The Topsides English Oak The Sheer-strakes English Oak and Plank-sheers English Oak The Water-ways English Oak The Decks Include yellow 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 thickness between

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

Fastenings.—To Hold Beams

Deck Beams well bolging and bolging knees well bolted

Number of Breasthooks four Pointers _____ Crutches _____

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

Bilge and Limber Strakes 5/8 Copper bolted through and clenched.

Treenails of English Oak How Made Engine turned

General Quality of Workmanship Very Good

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

Builder's Signature

Robt Johnson

Surveyor's Signature

James Brown

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
/	Fore Sails,	/	Chain	75	7/8	Bower,	1 5-1-7
/	Fore Top Sails,	/	Hempen Stream Cable	75	6 1/2		1 4-1-11
/	Fore Topmast Stay Sails,	/	Hawser	70	5	Stream,	1 2-3-17
/	Main Sails,	/	Towlines	70	4		
/	Main Top Sails,	/	Warp	70	3	Kedge,	1 1-2-7
and <i>all other necessary</i>			All of <i>Good</i> quality.				

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

She has 2 Long Boat and 1

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

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, Felted, or Coppered 8 put aft 7 feet forward Leaves yellow metal When last done April 1852

I am of opinion this Vessel should be Classed 12 A1

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

Special£ : :

Certificate (if required)£ : 5:

Committee's Minute 13th April 1852

Character assigned A 1 for 12 Mths



© 2019

Lloyd's Register
Foundation