

No. 105 Survey held at Bideford Date 15th July, 4th Sept & 13th October 1852
 on the Schooner La-Prudent Master Hayne
 Tonnage 157 1/2 Built at Bideford When built 1852 launched 12 Nov.
 By whom built Robt Johnson Owners Messrs J. & J. Harcourt
 Port belonging to Ilfracombe Destined Voyage Cardiff, Mediterranean
 If Surveyed Afloat or in Dry Dock during the building

Length aloft <u>between keel & foremast</u>	Feet. Inches.	Extreme Breadth <u>11</u>	Feet. Inches.	Depth of Hold <u>12</u>	Feet. Inches.
Scantlings of Timber.					
Room and Space	Inches.	Inches. Middle	Inches. Ends	Thickness of Plank.	
Floors	sided 10	Moulded 10 1/2		Outside.	Inside.
1 st Foothooks	8	8		Keel to Bilge	Limber Strakes
2 nd Ditto	7 1/2	7		Bilge Planks	Bilge Planks
3 rd Ditto	6 1/2	6	Head 4 1/2	Bilge to Wales	Ceiling in Flat
Top Timbers	6 1/2	6		Wales	Ditto Bilge to Clamp
Deck Beams N ^o 20	Average Space 3 feet 6 inches 8 1/2	8 1/2		Topsides	Hold Beam Clamps
Hold Beams N ^o 6	Average Space 5 feet 9	9		Sheer Strakes	Deck Beam Ditto
Keel	10 1/2	10		Plank Sheers	Ceiling 'twixt Decks
Kelsons	13	13		Water-Ways	Hold Beam Shelves
				Upper Deck	Deck Beam Ditto
Size of Bolts in Fastenings, distinguishing whether					
Middle line Iron		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	1				
Scarphs of Keel	N ^o 8 7/8	Bolts thro' the Bilge and Limber Strakes	5/8	Hold Beam	7/8
Floor Timber Bolts	7/8	Butt End Bolts	5/8	Deck Beam	3/4
Kelson ditto	1	Lower Pintle of the Rudder	2 1/2		
Transoms and throats of Hooks	1				
Arms of Hooks	7/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 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 80 Timber.

The other Foothooks and Top Timbers of 80

The Shifts of the first and second Foothooks are not less than 3 feet 6 inches N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are same

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

The ~~alternate~~ Frames are bolted together. to the gunwale N. B. If not, state how bolted.

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 a Butt at each end of the chock.

The Main Kelson is composed of English Oak & Greenheart and the False Kelson of part of a Bider. Morra

The Scarphs of the Kelsons are not less than 7 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 Oak

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

From the Light Water Mark to the Wales of 80

The Wales and Black-strakes are of 80 The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak & East India Teak The Water-ways of 80

The Decks of Yellow Pine State of very good

The Shifts of the Planking are not less than 5 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 between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of English Oak

The Ceiling, Lower Hold, of 80 Between Decks of 80

Shelf Pieces of 80 Clamps of English Oak and Greenheart

Fastenings.—To Hold Beams double lodging Iron Knees

Deck Beams double lodging wood knees, shelf pieces and four iron hanging knees on each side

Number of Breasthooks four Pointers two

Butts End Bolts are of yellow metal in the Bottom, and a Bolt in each Butt End through and clenched.

Bilge and Limber Strakes same bolted through and clenched. Treennails of English Oak Engine turned

General Quality of Workmanship good

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

Builder's Signature

Surveyor's Signature

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.		Inches.	N ^o .	
<i>One full Set.</i>	Fore Sails,	180	Chain	1 1/2	2	Bower, <i>5 1/2</i> 18
	Fore Top Sails,	75	Hempen Stream Cable	7/8	1	Stream, <i>5 1/2</i> 5
	Fore Topmast Stay Sails,	75	Hawser	5 1/2	2	Kedge, <i>5 1/2</i> 14
	Main Sails,	75	Towlines	4 1/2		<i>1 1/2</i> 24
	Main Top Sails,	75	Warp	3 1/2		
and			All of <u>good</u> quality.			

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

She has one Long Boat and a full boat

The present state of the Windlas is good Capstan good and Rudder good Pumps good

General Remarks—Statement and Date of Repairs.

This Vessel was specially surveyed during the progress of building is fairly worked, except the treenailing, which in many places is too near the edges of the planks. The materials are all good of their respective kinds, and in my opinion should be classed as below. James Hood

If Sheathed, Doubled, Felted, or Coppered Green metal on paper When last done now done

I am of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 2 : - : - is received by me,

Special£ 7 : 11 : -

Certificate (if required)£ : 5 :

Committee's Minute 26th Nov 1853

Character assigned 12 A



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