

No. Survey held at Bristol Date Nov 23rd 1839 399
on the Schooner Ashley Master Edwards
Tonnage 83 1/4 Built at Chepstow When built 1839 Oct^r
By whom built Jones Owners Stone & Co
Port belonging to Bristol Destined Voyage Ann Trade
If Surveyed Afloat or in Dry Dock Afloat at Bristol

Length aloft.....68^{Feet} 10^{Inches} Extreme Breadth18^{Feet} 10^{Inches} Depth of Hold10^{Feet} 6^{Inches}

Scantlings of Timber.

	Inches.	Inches Middle	Inches Ends
Timber and Space..... each	<u>9 1/4</u>		
Floors..... sided	<u>8 1/2</u>	<u>Moulded</u>	<u>9</u>
1 st Foothooks.....	<u>7</u>		
2 nd Ditto.....	<u>7</u>		
3 rd Ditto.....	<u>7</u>		
Top Timbers.....	<u>6 5/4</u>		<u>5 1/2</u>
Deck Beams..... Number of <u>14</u>	<u>8</u>		<u>8</u>
Hold Beams..... Do, do	<u>8</u>		<u>8</u>
Keel.....	<u>10 1/2</u>		<u>14 1/2</u>
Kelsons.....	<u>10 1/2</u>		<u>14 1/2</u>

Thickness of Plank.

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

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 1/2 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 Do

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

The rest of the Shifts of the Frame are

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

The alternate Frames are — bolted together.

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 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 6 feet — inches.

The Deck and Hold Beams are composed of English Oak

Scantling **Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Plum (Oak). E Oak above Bilge

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 English Oak

The Topsides of

The Sheer-strakes of

The Gunwales of

Decks, and state of, Y Pine Good

Water-ways of English Oak

The Shifts of the Planking are not less than 425 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 203 between

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 English Oak

Fastenings.—To Hold Beams

Deck Beams 2 Wood Lodging Nails

Number of Breasthooks 2 Pointers Crutches Marked

Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling not yet bolted through and clenched. marked the bolts to be put in

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 George Bayley



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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .	Fathoms.	Inches.	N ^o .
Fore Sails,	160	Chain	2
Fore Top Sails,	60	Stream Cable	1
Fore Topmast Stay Sails,	80	Hempen Stream Cable.....	1
Main Sails,	80	Hawser	1
Main Top Sails,	80	Towlines	
and		Warp	
		All of <u>good</u> quality.	

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

She has One Long Boat and Solly Boat

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

General Remarks—Statement and Date of Repairs.

The Vessel is about to be docked to have the additional Bridge Bolts and a cutwater put in as marked by myself at the present time—

In answer to enquiring why she was not surveyed during the progress of Building? I was informed that the expenses were represented to be so ^{large} that the Builders declined incurring them.—The present owner is aware that she has one year not being surveyed whilst building. She appears to be in all parts to which I could gain access—a substantial and well built Vessel of good sound & well squared materials, such as are required for Ships of the highest class.

If Sheathed, Doubled, or Felted, Single

and Date when last done _____

And I am of opinion this Vessel should be Classed 10A being one year off for not being surveyed

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

George Bayley

Committee Minute 26 Dec 1839

Character assigned A 1 pr 10 Ears



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