

No. 1506
p 13

Survey held at Newport

Date

14th October

1850

on the Barque William Frederick

Master

James Griffiths

Tonnage 523 old Built at Newport

When built September 21st & Launched 5th Oct^r
1850

By whom built Am Willmetts

Owners Am Willmetts

Port belonging to Newport

Destined Voyage South America

If Surveyed Afloat or in Dry Dock Afloat

Classed "8 A"

Length aloft Feet. Inches. Extreme Breadth Feet. Inches. Depth of Hold Feet. Inches.

Scantlings of Timber.

Room and Space sided
Floors
1st Foothooks
2nd Ditto
3rd Ditto
Top Timbers
Deck Beams N^o Average Space }
Hold Beams N^o Average Space }
Keel
Kelsons

Inches. Inches. Inches. Middle Ends
Moulded
"
"
"
"
"
"
"
"

Thickness of Plank.

Outside. Inside. Inches. Inches.
Keel to Bilge Limber Strakes
Bilge Planks Bilge Planks
Bilge to Wales Ceiling in Flat
Wales Ditto Bilge to Clamp
Topsides Hold Beam Clamps
Sheer Strakes Deck Beam Ditto
Plank Sheers Ceiling 'twixt Decks
Water-Ways Hold Beam Shelves
Upper Deck Deck Beam Ditto

Copper or Iron.

Heel-Knee, and Dead Wood abaft
Scarphs of Keel N^o.
Floor Timber Bolts
Kelson ditto
Transoms and throats of Hooks
Arms of Hooks

Size of Bolts in Fastenings, distinguishing whether

Inches. Inches.
Copper or Iron.
Bolts thro' the Bilge and Limber Strakes....
Butt End Bolts
Lower Pintle of the Rudder

Iron.

Inches.
Hold Beam
Deck Beam

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

The Floors and first Foothooks are composed of Timber.

The other Foothooks and Top Timbers of

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

The rest of the Shifts of the Frame are

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 Butt at each end of the chock.

The Main Kelson is composed of and the False Kelson of

The Scarphs of the Kelsons are not less than feet inches.

The Deck and Hold Beams are composed of

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of

From the first Foothook Heads to the Light Water Mark of

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of The Topsides of

The Sheer-strakes and Plank-sheers of The Water-ways of

The Decks of State of

The Shifts of the Planking are not less than 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 between

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

The Ceiling, Lower Hold, of Between Decks of

Shelf Pieces of Clamps of

Fastenings.—To Hold Beams

Deck Beams

Number of Breasthooks Pointers Crutches

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

Bilge and Limber Strakes bolted through and clenched. Treenails of

General Quality of Workmanship

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

Builder's Signature Surveyor's Signature



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Lloyd's Register
Foundation

BR380 089

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 .	
2	Fore Sails,	90	Mooring chain	15 1/16	3	Bower, 27-3-7 = 26-2-23 = 25-2-11
1	Fore Top Sails,	120 1/2	Chain	1 1/16	2	Stream, 12-2-27 = 10-2-3.
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	1 5/16	2	Kedge, 4-2-21 = 1-2-0.
1	Main Sails,	85	Hawser	6		
2	Main Top Sails,	85	Towlines	5		
	and <u>Libs all new</u>		Warp	4 1/2		
			All of <u>good</u> quality.			

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

She has two Long Boat and two others

The present state of the Windlas is patent Capstan winch and Rudder good Pumps 2 good

General Remarks—Statement and Date of Repairs.

This Vessel's stores are all new and of good quality—she was sheathed with G.M. on the blocks and launched on the 5th instant I therefore beg to submit to the Committee whether she is not entitled to the benefit of the late amended Rule respecting the Classification of ships.

*The two Bowerchains sustained a tension of ^{tons} 42-5-0 & 36-0-0
Hawser do. ————— 20-0-0.*

Mr Willmott requests that the Certificate may be sent to Messrs Ogilby & Moore.

If Sheathed, Doubled, Felted, or Coppered Yellow metal over felt When last done October 1850

I am of opinion this Vessel should be Classed PA1

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 15th Oct^r 1850.

Character assigned PA1

James Hood



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