

No. 1948 Survey held at

Bristol

Date 22nd June

1855

on the *Barque "Fontabelle"*Master *James E. Canney*Tonnage *Old 361*
New 337Built at *Bristol*When built *May*Launched *May 1855*By whom built *Charles Hill & Sons*Owners *Dawson & Co*Port belonging to *London*Destined Voyage *Mauritius*If Surveyed while Building, Afloat, or in Dry Dock *During the building*

Length aloft	Feet. Inches.	124	6	Extreme Breadth	Feet. Inches.	25	Depth of Hold	Feet. Inches.	16
Scantlings of Timber.				Thickness of Plank.					
Room and Space	Inches.	24 1/2		Outside.		Inches.	Inside.		
Floors	sided	10 1/2	Moulded	12	Keel to Bilge	3 1/2	Limber Strakes	3 1/2	
1 st Foothooks	"	9	"	9 1/2	Bilge Planks	3 1/2	Bilge Planks	3	4
2 nd Ditto	"	8 1/2	"	9	Bilge to Wales	3 1/2	Ceiling in Flat	3	
3 rd Ditto	"	8	"	8	Wales	6. Average	Ditto Bilge to Clamp	3	
Top Timbers	"	7 3/4	"	7	Short Hoods	-	Hold Beam Clamps	4	
Deck Beams N ^o 18	Average Space	4 feet	"	8 1/2	Topsides	3 1/2	Deck Beam Ditto	4	
Hold Beams N ^o 17	Average Space	4 + 8 feet	"	11	Sheer Strakes	3 1/2	Ceiling 'twixt Decks	2 1/2	
Keel	"	6 1/2	"	7 1/2	Plank Sheers	3 1/2	Hold Beam Shelves	-	
Keelsons	"	13 1/2	"	14	Water-Ways	5	Deck Beam Ditto	3 1/2	
Scarp of Ditto	"	6 feet			Upper Deck	3	L. D. Spiketting	3 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 1/4		Transoms and throats of Hooks	1 1/8		Lower Pintle of the Rudder	3 3/8	
Scarp of Keel N ^o 8	3/4		Arms of Hooks	3/4		Hold Beam	1	
Floor Timber Bolts	1 1/8		Bolts thro' Bilge & Limber Strakes	3/4		Deck Beam	3/4	
Kelson ditto	1 1/8		Butt End Bolts	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, consist of *English Oak* the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of *English Oak* and are 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 3 feet 9 inches N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are *the same*. The Frame is *well* squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is *same*.

all 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 Keelson is *E. I. Teak & E. Oak* and free from all defects.

The False Keelson is

The Deck Beams consist of *English Oak* The Hold Beams of *English Oak* The Knees of *Iron*

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 *English Oak*

The Topsides *English Oak*

The Sheer-strakes *English Oak* and Plank-sheers *English Oak*

The Water-ways *English Oak*

The Decks *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 *English Oak* the Bilge Planks *English Oak*

The Ceiling, Lower Hold, *English Oak* Between Decks *English Oak*

Shelf Pieces *English Oak* Clamps *English Oak*

Fastenings.—To Hold Beams *Staple Iron Knees and six hanging knees on each side*

Deck Beams *Staple Iron Knees and eight hanging knees and one staple standard on each side.*

Number of Breasthooks *three* Pointers *two* Crutches *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.

Treenails of *E. Oak*

How Made *Lucie turned*

General Quality of Workmanship *very good*

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

Builder's Signature

Surveyor's Signature

James Wood

Lloyd's Register

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 .	Weight.
2	Fore Sails,		Mooring chain	75	13/8	Bower,	3 18 1/2 each
/	Fore Top Sails,		Chain	240			
2	Fore Topmast Stay Sails,		Hempen Stream Cable			Stream,	1 9 —
/	Main Sails,		Hawser	90	7		
2	Main Top Sails,		Towlines			Kedge,	2 2 1/2
and <u>all new</u>			Warp	90	5		
			All of <u>good</u> quality.				

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

She has one Long Boat and two others

The present state of the Windlass is patent double purchase winch Capstan good Rudder good Pumps 2 patent, Metal

General Remarks—Statement and Date of Repairs.

Specially Surveiged for 13 years. Is well worked and secured and the materials of the best quality.

All the fastenings are of yellow metal, including those in the heels of the Cant timbers, and also nails of the upper Deck, to the entire exclusion of Iron.

chain cables have sustained a tension of 31 tons
Mooring chain 18 tons

If Sheathed, Doubled, Felted, or Coppered Ym over paper When last done May 1855

I am of opinion this Vessel should be Classed 13 A1.

The Amount of the Fee.....£ 4 : — : — is received by me, —

Special£ 10 : — :

Certificate (required)£ : :

Committee's Minute 26th Decr 1855

29th " 1855

Character assigned A 1 for 13 Yrs.

L.D.

Deferred with surveyor
L.D.
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