

No. 135 Survey held at Brixham Date 21 October 1837
on the Schooner, North Ash Master Richard Sprague

Tonnage 95 ^{Tons} 250 Built at Brixham When built, Year 1810
By whom built Edw. John Lane Owners Henry J. Dugdale & Co. Brixham

Port belonging to Brixham, Port of Dartmouth Destined Voyage Brixham to Cardiff in Wales

If Surveyed Afloat, or in Dry Dock Surveyed often on the blocks, during progress of repairs, and also
See Plymouth Survey, No. 82, Clased & now afloat in Brixham Pier

Length aloft..... 63 ^{Feet.} 9 ^{Inches.} Extreme Breadth 17 ^{Feet.} 7 ^{Inches.} Depth of Hold 11 ^{Feet.} 5 ^{Inches.}

Scantlings of Timber.

	Inches.	Inches.	Inches.
	Middle	Ends	
Timber and Space..... each	<u>20</u>		
Floors..... sided	<u>11</u>	<u>Moulded</u>	<u>11</u> <u>10</u>
1 st Foothooks..... "	<u>9</u>	<u>"</u>	<u>9</u>
2 nd Ditto..... "	<u>7½</u>	<u>"</u>	<u>7½</u> <u>7</u>
3 rd Ditto..... "	<u>6½</u>	<u>"</u>	<u>6½</u> <u>6</u>
Top Timbers..... "	<u>6</u>	<u>"</u>	<u>6</u> <u>6</u>
Deck Beams..... Number of <u>19</u>	<u>9</u>	<u>"</u>	<u>9</u> <u>9</u>
Hold Beams..... No. <u>Da</u> <u>2</u>	<u>9</u>	<u>"</u>	<u>9</u> <u>9</u>
Keel..... "	<u>10½</u>	<u>"</u>	<u>14</u> <u>-</u>
Kelsons..... <u>44 feet in length</u>	<u>14</u>	<u>"</u>	<u>18</u> <u>-</u>

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge..... <u>Elm</u>	<u>2½</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales..... <u>Oak</u>	<u>2½</u>	Ceiling in Flat.....	<u>2½</u>
Wales..... <u>d°</u>	<u>4</u>	Ditto Bilge to Clamp.....	<u>2½</u>
Topsides..... <u>d°</u>	<u>2</u>	Hold Beam Clamps.....	
Sheer Strakes..... <u>d°</u>	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers..... <u>d°</u>	<u>3</u>	Ceiling 'twixt Decks.....	<u>2</u>
Water-ways..... <u>d°</u>	<u>4</u>	Hold Beam Shelves.....	<u>-</u>
Upper Deck..... <u>but yellow pine</u>	<u>2½</u>	Deck Beam ditto.....	<u>-</u>

Size of Bolts in Fastenings.

Copper.	Iron.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....	<u>1½</u>	Bolts thro' the Bilge and Foot Waling.....	
Scarpsh of Keel..... N° <u>one</u>		Butt End Bolts..... <u>¾ and 5/8</u>	Hold Beam..... <u>7/8</u>
Floor Timber Bolts.....	<u>1½</u>	Lower Pintle of the Rudder.....	<u>2½</u>
Kelson ditto.....	<u>1¼</u>		
Transoms and throats of Hooks.....	<u>1½</u>		
Arms of Hooks.....	<u>7/8</u>		
			same in Iron above the Copper.....

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, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Oak timber and are free from all defects.

Her Floors and first Foothooks are composed of Oak Timber.

Her other Foothooks and Top Timbers of d°

Her Shifts of the first and second Foothooks are not less than 3 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are d°

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

The alternate Frames are bolted together.

The Butts of the Timbers are quite 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 Oak timber and the False Kelson of Oak

The Scarpsh of the Kelsons are not less than feet inches in one piece

The Deck and Hold Beams are composed of Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm

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

From the Light Water Mark to the Wales of d°

The Wales and Black-strakes are of d°

The Topsides of d°

The Sheer-strakes of d°

The Gunwales of Oak timber Water-ways of

The Shifts of the Planking are not less than 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 between.

Planking Inside.—The Clamps are composed of Oak the Stringers of

The Bilge Planks of Oak and the remainder of the Ceiling of

Fastenings.—To Hold Beams Oak Lodging knees well bolted & secured

Deck Beams d° d° double kned

Number of Breasthooks four Pointers - Crutches -

Butts End Bolts are of ¾ Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling bolted through and clenched.

General Quality of Workmanship very good

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

Builder's Name (on present repairs)

Surveyor's Name

new Fore Mast. Bowsprit & Jib boom — new Chains & dead eyes to both Standing Bowsprit — no head —
new Fore Yard & Main gaff — mast —

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

She has a complete new
main topmast, made from
the best Swedish iron

She has SAILS.

CABLES, &c.

ANCHORS.

No.		Fathoms.	<i>A Inch 3</i>	Inches.	No.	
2	Fore Sails, <i>one of d^o new</i>	17 1/2	2 Chains <i>80-1-95 7/8</i>	1 1/2	3	Bower, 5
2	Fore Top Sails, — <i>d^o —</i>	7 1/2	<i>Chain Stream</i>	6 1/2	1	Stream,
2	Fore Topgallant Sails, <i>d^o —</i>	80	Hempen Stream Cable. <i>new</i>	6 1/2	2	Kedge, 8
2	Fore Topmast Stay Sails, <i>d^o —</i>		Hawser <i>half-worn</i>			
2	Main Sails, — — — <i>d^o —</i>		Towlines			All of proper weight.
1	Main Top Sails, <i>new</i>	280	<i>Inch</i> 4 Warps 3: 4 & 4 1/2 <i>good</i>	—		<i>new Fore rigging</i>
and	1 <i>new</i> square sail		All of <i>the best</i> quality.			<i>Main Rigging in good state</i>
	2 Standing 2 Flying Jibs on <i>new</i>					<i>not injured — lately new</i>
	2 Studdensails					

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

She has one new Long Boat and one jolly boat in good repair, both clinchwork built

The present state of the Windlass is good order Capstan a good firm and Rudder new, — in very good sound state,
with patent Palls, Riding Chock &c.

General Remarks — Statement and Date of Repairs.

This Vessel has been hauld up at the higher part of Brixham Pier, and has undergone a very extensive repair — nearly rebuilt, as the Shipbuilders Certificate here annexed. — I have surveyed or inspected said repairs weekly during it's progress — from it's commencement to the completion all defective timbers & planks has been replaced new — done with good materials — & good workmanship —
I consider her to have had the repairs & work done as required by the Rules laid down by the Committee for restoration of Character to the first letter — for at least the period of six years — is now in a high state of repair & efficiency calculated to carry any dry & perishable cargo nearly equal to any new vessel —
She has been upwards of 4 months under said repair — the Shipwrights note including the Smith's note exceeds £4000 —

Charles Jones.

If Sheathed, Doubled, or Felted, single bottom
and Date when last done

And I am of opinion this Vessel should be Classed 6A No 1

The Amount of the Fee.....£ 1 : 1 : 0 is received by me, Charles Jones

Committee Minute 24 Dec 1837

Character assigned Restored 6A 1 in 6 years

Ch

LB

LR

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Lloyd's Register
Foundation

LR/PUN/DRT95/159R

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