

No. 1315 Survey held at Salcombe

Date August 24

1852

on the Barque Zodiac

Master Edward Jarvis

Tonnage 320 Built at Salcombe

When built 1852

By whom built Mr James Vivian

Owners Messrs Baskerville & Co

Port belonging to Salcombe

Destined Voyage Alexandria

If Surveyed Afloat or in Dry Dock Specially in every Stage of Construction & this day

Length aloft 71 1/2 Feet. 4 1/2 Inches. Extreme Breadth 22 3/4 Feet. 3 1/2 Inches. Depth of Hold 16 2/10 Feet. 2 1/10 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors	22	2 1/2	Moulded	Keel to Bilge	3	Limber Strakes	3 1/2
1st Foothooks	9 1/2	10	"	Bilge Planks	4 1/2	Bilge Planks	4
2nd Ditto	9	10	"	Bilge to Wales	3 1/4	Ceiling in Flat	2 1/2
3rd Ditto	8 1/2	9	"	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	7 1/2	9	"	Topsides	2 1/2	Hold Beam Clamps	3 1/2
Deck Beams No 25	3 1/2	6	"	Sheer Strakes	3 1/4	Deck Beam Ditto	3 1/2
Hold Beams No 8	11	11	"	Plank Sheers	3 1/4	Ceiling 'twixt Decks	2 1/2
Keel	12 1/2	12 1/2	"	Water-Ways	6	Hold Beam Shelves	1
Kelsons	13	17 1/2	"	Upper Deck	3 1/4	Deck Beam Ditto	1

Copper or Iron.		Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/4	Bolts thro' the Bilge and Limber Strakes	3/4	Hold Beam	1 1/2
Scarp of Keel	N° 8 Copper	Butt End Bolts	1 1/2	Deck Beam	1 1/2
Floor Timber Bolts	1 1/4	Lower Pintle of the Rudder	3/8		
Kelson ditto	1 1/4				
Transoms and throats of Hooks	1				
Arms of Hooks	3/8				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is Six Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are very free from all defects.

The Floors and first Foothooks are composed of English Oak Timber.

The other Foothooks and Top Timbers of English Oak

The Shifts of the first and second Foothooks are not less than 3 1/2 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 1/2

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

The alternate Frames are all bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than scantling of the entire moulding at that place.

The Frame is either chocked with inch Butt at each end of the chock, or is dowelled

The Main Kelson is composed of English Oak and the False Kelson of none

The Scarphs of the Kelsons are not less than Seven 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 of English Elm

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

From the Light Water Mark to the Wales of English Oak

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

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

The Decks of Am Yellow Pine State of very good

The Shifts of the Planking are not less than five 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 streaks between

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

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

Shelf Pieces of none Clamps of English Oak

Fastenings.—To Hold Beams 2 Iron lodging Oak knees at each end & 7 pairs of Iron Kang

Deck Beams at each end two English Oak knees & nine pairs of Iron Kang

Number of Breasthooks one above and four below Deck Pointers two pairs Crutches one

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

Bilge and Limber Strakes Copper bolted through and clenched. Treennails of English Oak

General Quality of Workmanship is good

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

Builder's Signature James Vivian Surveyor's Signature W. H. M. S.

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,	220	Chain <i>of Certificate</i>	1 1/4	3	Bower, <i>18-1-4-14-3-18-16-0</i>
3	Fore Top Sails,	60	<i>proved at 328 38 2</i> Hemp Stream Cable	1	1	Stream, <i>10 m m</i>
2	Fore Topmast Stay Sails,	80	Hawser	8 1/2	2	Kedge, <i>5-0-0-3-1-0</i>
1	Main Sails, <i>1 single</i>	80	Towlines	6 1/2		
1	Main Top Sails, <i>1 single</i>	100	Warp	5		
and <i>all necessary light sails</i>			All of <u>good</u> quality.			

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

She has *one* Long Boat and *one Cutter, one jolly boat*

The present state of the Windlass is *patent* Capstan *none* and Rudder *good* Pumps *good*

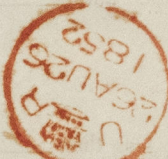
General Remarks—Statement and Date of Repairs.

The within described is a very strong well built vessel and I beg to recommend her to the First Class for 12 Years A. 1

J. H. M. 18

Admiralty Register Office

Charles Graham Esq



If sheathed, doubled, Felted, or Coppered *Yellow Metal 24.7.52* When last done *1852-8*

I am of opinion this Vessel should be Classed *12-A-12-L-12-Mark 3*

The Amount of the Fee.....£ *4:0:0* is received by me, *(W. H. S.)*
Special£ *16:0:0*

Certificate (if required)£ *10/-*

Committee's Minute *27 Aug 52* 1852

Character assigned *A 1 for 12 years*



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