

No. 304 Survey held at Falmouth Date 10th August 1842 304
on the (Schooner) Jane & Mary Master James Hawkey
Tonnage 53 ²⁶⁰⁹/₃₅₀₀ Built at Falmouth When built 1842 (8 month)
By whom built John Freshowan Owners John Coplin
Port belonging to Falmouth Destined Voyage Malaga
If Surveyed Afloat or in Dry Dock During Building

Length aloft	Feet. 53	Inches. 8	Extreme Breadth	Feet. 14	Inches. 8	Depth of Hold	Feet. 8	Inches. 9
Scantlings of Timber.			Thickness of Plank.					
Timber and Space..... each	20		Outside.			Inside.		
Floors..... sided	8	Moulded	Keel to Bilge	2 1/4		Foot Waling	3	
1 st Foothooks..... "	7	"	Bilge Planks	3 1/2		Bilge Planks	4	
2 nd Ditto..... "	6 1/2	"	Bilge to Wales	2 1/4		Ceiling in Flat	2 1/2	
3 rd Ditto..... "	6	"	Wales	3		Ditto Bilge to Clamp	2	
Top Timbers..... }	6	"	Topsides	2 1/2		Hold Beam Clamps	-	
Deck Beams N ^o . of 14	7	"	Sheer Strakes	2 1/2		Deck Beam Ditto	3	
Hold Beams N ^o . of	"	"	Plank Sheers	2 1/2		Ceiling 'twixt Decks	2	
Keel in one	9	"	Water-Ways	5		Hold Beam Shelves		
Kelsons in one	10 1/2	"	Upper Deck	2		Deck Beam Ditto		
Copper.			Size of Bolts in Fastenings.					
Heel-Knee, and Dead Wood abaft	Iron	7/8	Copper.			Iron.		
Scarphs of Keel... in one... N ^o . none	-		Bolts thro' the Bilge and Foot Waling	Copper	5/8	Hold Beam		
Floor Timber Bolts	Iron	5/8	Butt End Bolts	Copper	5/8	Deck Beam	3/4	
Kelson ditto	Iron	7/8	Lower Pintle of the Rudder	Copper	2 1/4			
Transoms and throats of Hooks	Iron	7/8				same in Iron above the Copper..... }		
Arms of Hooks	Copper	3/4						

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is four Inches. The Space between the Top-timbers is four 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 do Timber.
The other Foothooks and Top Timbers of do
The Shifts of the first and second Foothooks are not less than three feet 4 inches N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are three feet 8 half
The Frame is well squared from the first Foothook Heads upwards, and very free from sap, and from thence downwards, the frame is the same
The alternate Frames are well bolted together. amidships N. B. If not, state how bolted.
The Butts of the Timbers are very close together; their thickness not less than one third of the entire moulding at that place.
The Frame is well chocked with inch Butt at each end of the chock. where required
The Main Kelson is composed of American Oak and the False Kelson of none
The Scarphs of the Kelson are not less than feet inches in one
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 American Elm
From the first Foothook Heads to the Light Water Mark of American Red Pine
From the Light Water Mark to the Wales of do Red Pine
The Wales and Black-strakes are of English Oak The Topsides of Red Pine
The Sheer-strakes and Plank-sheers of do The Water-ways of do
The Decks of Yellow Pine State of good
The Shifts of the Planking are not less than five Feet one Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship. Two 8 aft The Planking is wrought with one between

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak
The Ceiling, Lower Hold, of Red Pine Between Decks of Red Pine
Shelf Pieces of none Clamps of American Oak

Fastenings.—To Hold Beams
Deck Beams double kneed & well bolted
Number of Breasthooks Three Pointers none Crutches none
Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched.
Bilge and Footwaling do bolted through and clenched.
General Quality of Workmanship very fair

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

Builder's Name John Freshowan
Surveyor's Name Amos Broad

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

N ^o .		Fathoms.	Inches.	N ^o .	
/	Fore Sail,	130	Chain	2	Bower,
/	Fore Top Sail,	40	- do -	1	Stream,
/	Fore Stay Sail,	70	Hempen Stream Cable	1	Kedge,
/	Fore Topmast Stay Sail,	60	Hawser		
/	Main Sail,	90	Towlines		
/	Main Top Sail, <i>Gaff</i>		Warp		
and <i>well furnished with light sails</i>		All of <i>good</i> quality.		<i>all sufficient weight</i>	

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

She has *One* Long Boat and

The present state of the Windlass is *good* Capstan and Rudder *good*

2 Metal pumps

General Remarks—Statement and Date of Repairs.

I had the opportunity of inspecting this Vessel frequently during the time of building. The whole of the Frame including Stem, Breast hook, Sternpost, Transoms, Beams & Roright heads are of sound English Oak. The Keel of American Elm, Kelson, Limber-shakes, Bilges, & Clamps are of American Oak. The Ceiling on the Flat & from the Bilges to the Clamps is of American Red Pine. The Walls, Black-shakes, Sheer-shakes & plank-sheers, are of English Oak. The Flat to the first head is of American Elm & the remainder of the planking outside consists of American Red Pine, decks of Yellow Pine. The Butts & Bilges are fastened through & clenched. She has a Transom on deck well kned & bolted. The distance between the deck beams (leaving out the Hatchway) averages from two feet six inches to three feet. Materials & Stores are all of good quality.

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed *A1 eight years*

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

Special£ : :

Committee's Minute *12th August 1842*

Character assigned *A1 for 8 years*

[Signature]

Sub Commr 16 Aug 1842
Clapen 7 A 1

[Signature]



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