

No. 1016 Survey held at Padstow Date 18 November 1857

on the Telegraph Master John Maddy

Tonnage Old Built at Padstow When built 1757 Launched 2nd Oct

By whom built Bennetts Owners Perce & Co

Port belonging to Looe Destined Voyage Coaster

If Surveyed while Building, Afloat, or in Dry Dock While Building

1016

Length aloft	Feet.		Extreme Breadth Outside	Feet.		Depth of Hold	Feet.		
	6 1/4	7 1/2		17	4		7	2	10
Scantlings of Timber.									
TIMBER AND SPACE	18	17							
Floors	8 1/2	7							
1 st Foothooks	7 1/2	6							
2 nd Ditto	6 1/2	5 1/2							
3 rd Ditto	6	5 1/2							
Top Timbers	6	5 1/2							
Deck Beams, length amidships	9	6 1/2							
Hold Beams, length amidships									
Keel	8 1/2	8							
Keelsons	10 1/2	9	16						
Thickness of Plank.									
Outside.					Inside.				
Garboard Strakes	2 1/2	2				Limber Strakes	2 1/2	2 1/2	
Garboard to Bilge	2 1/2					Bilge Planks	4	2 1/2	
Bilge Planks	5 1/2					Ceiling in Flat	2	1 1/2	
Bilge to Wales	2 1/2					Ditto Bilge to Clamp			
Wales	3 1/2	3				Hold Beam Clamps			
Topsides	2 1/2	2 1/4				Deck Beam Ditto	2 1/2		
Sheer Strakes	2 1/2					Ceiling 'twixt Decks	2		
Plank Sheers	2 1/2	2				Hold Beam Shells			
Waterways	3 1/2	3 1/2				Deck Beam Ditto			
Upper Deck	2 1/2	2							

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper or Iron	Inches required		Copper or Iron	Inches required
Heel-Knee, and Deadwood abaft	Iron	1	Transoms and throats of Hooks	Iron	1 1/2
Scarphs of Keel	Iron	1	Arms of Hooks	Iron	3/4
Keelson Bolts through Keel at each Floor	Iron	1	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	Iron	5/8
Bolts through Heels of Timbers against Deadwood	Iron	5/8	Butt End Bolts	Iron	2 1/4
			Pintles of the Rudder	Iron	2 1/4
			Hold Beam Bolts in	Iron	
			Waterway	Iron	
			Knees	Iron	
			Shelf or Clamp	Iron	
			Deck Beam Bolts in	Iron	3/4
			Waterway	Iron	
			Knees	Iron	
			Shelf or Clamp	Iron	
			Nails or Bolts in Flat of Deck	Iron	1 1/2
			Treenails	Iron	1 1/2

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 Inches. The Floors consist of Eng^l Oak. The First Foothooks of Eng^l Oak Timber. The Second Foothooks of Eng^l Oak. The Third Foothooks and Top Timbers of Eng^l Oak. The Shifts of the First and Second Foothooks are not less than 3-4. N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are about the same. The Frame is well squared from the First Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is good.

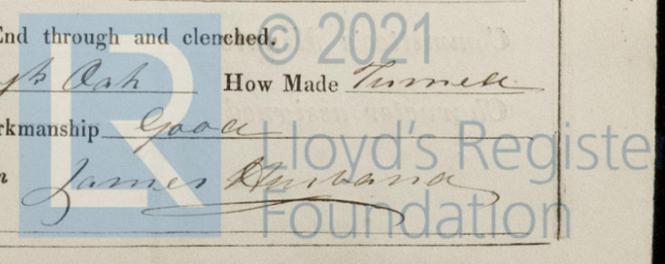
The alternate Frames are well bolted together to the Gunwale. N. B. If not, state how bolted. The Butts of the Timbers are quite close together; their thickness not less than 1/3 of the entire moulding at that place. The Frame is quite chocked with good Butt at each end of the chock. The Main piece of Rudder is Eng^l Oak. The Main Keelson is Eng^l Oak, Rider Do and quite free from all defects. The Main piece of Windlass is Eng^l Oak. The Stem, and Stern Post, consist of Eng^l Oak. The Transoms, Aprons, Knight Heads, and Hawse Timbers of Eng^l Oak. Deadwood, of Eng^l Oak and are quite free from all defects. The Deck and ~~Hold~~ Beams consist of Eng^l Oak. The Breasthooks of Eng^l Oak. The Knees of Eng^l Oak.

Planking Outside.—From the Keel to the Height defined in Note to Table A or to the First Foothook Heads } the Plank is Am^{er} Elm & Deal. From the above named Height to the Light Water Mark Blackmahogany. From the Light Water Mark to the Wales Blackmahogany. The Wales and Black-strakes are Blackmahogany. The Topsides Blackmahogany. The Sheer-strakes and Plank-sheers Eng^l Oak. The Water-ways { Upper Deck Eng^l Oak Lower Deck Eng^l Oak. The Decks White Pine. State of good.

The Shifts of the Planking are not less than five Feet 0 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 various between, and without step-butting. **Planking Inside.**—The Limber-strakes and Bilge-strakes are Blackmahogany & Eng^l Oak. The Ceiling, Lower Hold, and between Decks Blackmahogany. Shelf Pieces and Clamps Blackmahogany.

Fastenings.—To Hold Beams Double wood looping knees, with 4 pair of iron knee riders, bollea to the floors. Number of Breasthooks Three Pointers 0 Crutches 0. Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng^l Oak How Made Turnell. Thickstuff over Double Floors are bolted through and clenched. General Quality of Workmanship Good.

We certify that the above is a correct description of the several particulars therein given. Builder's Signature Saml^l J. Bennett Surveyor's Signature James Sturges



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.
	Fore Sails,	Chain	65 13/16	Bower,	2 5-0-12
	Fore Top Sails,	Chain	40 1/2		4-2-7
	Fore Topmast Stay Sails,	Hempen Stream Cable	60 5-	Stream,	1 3-0-12
	Main Sails,	Hawser	75 4 1/2		
	Main Top Sails,	Towlines	75 3 1/2	Kedge,	2 1-2-3
and		Warp			3-21
		All of <u>Good</u> quality.			

Her Standing and Running Rigging Is sufficient in size and Good in quality.

She has One Long Boat and

The present state of the Windlass is Broken, Capstan Do, Rudder Good, Pumps Do

General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed 25 May 1856

2nd. When the Beams are put in, &c. 22 March 1857

3rd. { When completed, and before the plank be painted or payed } 19 Nov - 1857

The Frame, Beams, and Truss of this vessel is very good and fairly free from warp. The Planks is well seasoned and closely bedded to the Timbers, she is well fastened throughout and the workmanship and finish very good, in all together a strong little vessel, and to the best of my judgement is fully eligible to carry for the term of years recommended.

Present condition of Caulking of Bottom, Good Deck, Do and Waterways Do

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

I am of opinion this Vessel should be Classed A.1. 7 years

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

Special£ : : :

Certificate£ : 2 : 6

Committee's Minute 24th Nov 1857

Character assigned A.1. 7 years

James Husband



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