

No. 133 Survey held at Guernsey Date 16<sup>th</sup> August 1837 133.  
 on the Schooner Venus Master John Beal  
 Tonnage 91 <sup>3285</sup>/<sub>3500</sub> Built at Weymouth When built  
 By whom built \_\_\_\_\_ Owners Christopher Bolt  
 Port belonging to Weymouth Destined Voyage London  
 If Surveyed Afloat or in Dry Dock dry at S. Sampson's harbour

Length aloft.....	Feet. <u>61</u> Inches. <u>1 1/2</u>	Extreme Breadth .....	Feet. <u>18</u> Inches. <u>4 1/2</u>	Depth of Hold .....	Feet. <u>9</u> Inches. <u>8 1/2</u>	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space.....	each	Inches.	Outside.	Inches.	Inside.	
Floors.....	sided	<u>10</u> Moulded	Keel to Bilge .....	<u>2 1/2</u>	Foot Waling.....	<u>2 1/2</u>
1 <sup>st</sup> Foothooks.....	"	<u>10-8</u> "	Bilge Planks .....	<u>3 1/2</u>	Bilge Planks .....	<u>3 1/2</u>
2 <sup>nd</sup> Ditto.....	"	<u>8-7</u> "	Bilge to Wales .....	<u>2 1/4</u>	Ceiling in Flat .....	<u>2 1/2</u>
3 <sup>rd</sup> Ditto.....	"	<u>7-6</u> "	Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2 1/4</u>
Top Timbers .....	"	<u>7-6</u> "	Topsides .....	<u>2</u>	Hold Beam Clamps .....	<u>3</u>
Deck Beams ..	Number of	<u>9-8</u> "	Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Hold Beams ..	Do. Do.	<u>9-8</u> "	Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks .....	<u>—</u>
Keel .....	"	<u>9</u> "	Water-ways .....	<u>3</u>	Hold Beam Shelves .....	<u>—</u>
Kelsons .....	"	<u>11 3/4</u> "	Upper Deck .....	<u>2 1/2</u>	Deck Beam ditto .....	<u>—</u>

Size of Bolts in Fastenings.			Iron.		
<del>Copper.</del> Iron	Inches		<del>Copper.</del> Iron	Inches	
Heel-Knee, and Dead Wood abaft .....	1		Bolts thro' the Bilge and Foot Waling.....	—	Hold Beam.....
Scarpsh of Keel.....N <sup>o</sup> . <i>9m</i>			Butt End Bolts .....	—	Deck Beam .....
Floor Timber Bolts.....	1		Lower Pintle of the Rudder .....	<i>2 1/2</i>	
Kelson ditto.....	1				same in Iron above the Copper .....
Transoms and throats of Hooks .....	<i>1/2</i>	}			
Arms of Hooks .....	<i>1/4</i>				

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

Her Floors and first Foothooks are composed of Eng. 1<sup>st</sup> Oak Timber.

Her other Foothooks and Top Timbers of Original Eng. Oak the new Bremen Oak

Her Shifts of the first and second Foothooks are not less than 3 1/2 4 — N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 3 1/2 4 feet

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

The alternate Frames are — bolted together.

The Butts of the Timbers are all close together; their thickness not less than 1/2 of the entire moulding at that place.

The Frame is cop chocked with a Butt at each end of the chock.

The Main Kelson is composed of — beech and the False Kelson of —

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

The Deck and ~~Hold~~ Beams are composed of English Oak the new of Danzig Oak Norway fir

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of new planking Swedish fir Orig. E.O.

from the first Foothook Heads to the Light Water Mark of —

the Light Water Mark to the Wales of —

Wales and Black-strakes are of Wales Danzig Oak Black Strakes Swedish fir

Topsides of new Norway fir Original remaining E.O.

Sheer-strakes of Bremen Oak

Gunwales of Bremen Oak — Water-ways of Norway fir

The Shifts of the Planking are not less than 3 1/2 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 2 between.

**Planking Inside.**—The Clamps are composed of new Swedish fir the Stringers of —

The Bilge Planks of Danzig Oak and the remainder of the Ceiling of new Swedish fir —

**Fastenings.**—To Hold Beams

Deck Beams 3/4 iron

Number of Breasthooks four Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Footwaling 5/8 iron bolted through and clenched.

General Quality of Workmanship fair

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name Peter Collins



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
1	Fore Sails,	20	Chain .....	1 1/2	2	Bower,
1	Fore Top Sails,	170	Hempen Stream Cable.....	2	1	Stream,
1	Fore Topmast Stay Sails,	40	Hawser .....	4	1	Kedge,
1	Main Sails,	100	Towlines .....			All of proper weight.
1	Main Top Sails,	100	Warp .....	3 1/2		
and			All of <u>good</u> quality.			

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

She has 15 Long Boat and 15 feet boat

The present state of the Windlass is good

Capstan

Winch

and Rudder good

### General Remarks—Statement and Date of Repairs.

This vessel was originally built of English Oak, has now under gone large repairs, & lengthened twelve feet a midships / drawn off from the ships. Nearly all the ceiling stripped off—excepting that each end blocks the keel, keelson, and decks taken out there by exposing the floors. Timbers, the deck beams and appendages to them; many of the former floors & timbers were sprung and split, all of which have been replaced as follows—New keel, keelson, 15 new floors, 13 first, 25 second, & 29—third futtocks and 32 soft timbers, 5 new deck beams, and new decks (antiseptic) excepting / I repeat, have to report: That the owner superintending the above repairs, have left in, 2 of the after floor sprung, say the after and third after floor, added a strengthening, Chock over each 6 inches thick, 2 first futtocks the Starboard side, next to the 2<sup>d</sup> and 4<sup>th</sup> floor from forward, and 2 first of 1<sup>st</sup> third futtock sprung of the cargo the Starboard side abreast of the foremast, having felling timber alongside / notwithstanding my strongly recommending removing & replacing the same with new, being so exposed particularly—Observing that those defects would probably tend against classing the vessel on the Register book. Conceive to the Character that she should have otherwise been entitled to 9 — the planking at each end have not been moved. Consequently the new planking fills up to meet the old ships — the whole strongly fastened caulked and well found in stores 2

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

And \_\_\_\_\_ of opinion this Vessel should be Classed \_\_\_\_\_

The Amount of the Fee.....£ : 10 : 6 is received by me,

Peter Collins,  
Surveyor of Shipping

Committee Minute

5 Sept 1837

Character assigned

R. 1



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