

No. 593 Survey held at Liswich Date 25/7/50 1843
on the Schooner Acad Master A. G. Medhurst
Tonnage 113 Built at Liswich When built 1850
By whom built W. Bayley & Co Owners J. B. Gads
Port belonging to London Destined Voyage Mediterranean
If Surveyed Afloat or in Dry Dock Throughout the Building

Length aloft	Feet. <u>24</u> Inches. <u>2</u>	Extreme Breadth	Feet. <u>10</u> Inches. <u>3</u>	Depth of Hold	Feet. <u>10</u> Inches. <u>3</u>
Scantlings of Timber.			Thickness of Plank.		
Room and Space	Inches.	Inches Middle	Inches Ends	Outside.	Inside.
Floors	sided <u>9 1/2</u>	Moulded <u>9 1/2</u>	<u>5</u>	Keel to Bilge	Limber Strakes
1 st Foothooks	" <u>8</u>	" <u>4</u>	<u>6</u>	Bilge Planks	Bilge Planks
2 nd Ditto	" <u>4 1/2</u>	" <u>4</u>	<u>6</u>	Bilge to Wales	Ceiling in Flat
3 rd Ditto	" <u>4</u>	" <u>4</u>	<u>6</u>	Wales	Ditto Bilge to Clamp
Top Timbers	" <u>8</u>	" <u>8</u>	<u>6</u>	Topsides	Hold Beam Clamps
Deck Beams N ^o <u>22</u>	Average Space <u>3 ft 6 in</u>	" <u>8</u>	" <u>8</u>	Sheer Strakes	Deck Beam Ditto
Hold Beams N ^o <u>—</u>	Average Space <u>—</u>	" <u>—</u>	" <u>—</u>	Plank Sheers	Ceiling 'twixt Decks
Keel	" <u>10</u>	" <u>10 1/2</u>	<u>BR</u>	Water-Ways	Hold Beam Shelves
Kelsons	" <u>10 1/2</u>	" <u>13 1/2</u>	<u>—</u>	Upper Deck	Deck Beam Ditto
Copper or Iron.			Size of Bolts in Fastenings, distinguishing whether		
Heel-Knee, and Dead Wood abaft	Inches. <u>1</u>	Copper or Iron.		Inches.	Iron. Copper
Scarphs of Keel	N ^o . <u>7</u>	Bolts thro' the Bilge and Limber Strakes		<u>1/2</u>	Hold Beam
Floor Timber Bolts	<u>4/8</u>	Butt End Bolts		<u>5/8</u>	Deck Beam
Kelson ditto	<u>4/8</u>	Lower Pintle of the Rudder		<u>2 1/2</u>	
Transoms and throats of Hooks	<u>4/8</u>				
Arms of Hooks	<u>3/4</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 3/4 Inches. The Space between the Top-timbers is 4 3/4 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are 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 ft 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

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

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

The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is chocked with 2 Butt at each end of the check.

The Main Kelson is composed of English Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than 8 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 American 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 Yellow Pine State of —

The Shifts of the Planking are not less than 5 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 thru 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 English Oak Clamps of English Oak

Fastenings.—To Hold Beams —

Deck Beams Down on Stinger On Iron Hanging Knee to every Beam and
and Wood Lacing Knee in the way of Cabin

Number of Breasthooks 1 Wood & 3 Iron Pointers — Crutches One on abaft

Butts End Bolts are of St. Metal in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak

General Quality of Workmanship is of the best description

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

Builder's Signature — Surveyor's Signature —

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,	180	Chain	1 1/4	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable	6	1	Stream,
1	Fore Topmast Stay Sails,	40	Hawser <i>Chain</i>	9 1/16	1	Kedge,
1	Main Sails,	80	Towlines	4 1/2		
1	Main Top Sails,	180	Warp	3 1/2		
and <i>other necessary sails</i>			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 One Jolly Boat

The present state of the Windlass is seem Capstan Do and Rudder Do Pumps Good

General Remarks—Statement and Date of Repairs.

*The within named is a very excellent built vessel
Her frame is square clear of sap and defects. The planking
is also of the best quality edges square free from sap and
defects, together with the Beams, Waterways, Plankstrakes
Stanchions and materials throughout. The whole of the
outside bolts are of Copper to the entire exclusion of Iron
in accordance with the Rules for the 13 year grade*

If sheathed, doubled, Felted, or Coppered 4 Metal on paper When last done _____

I am of opinion this Vessel should be Classed 13 A

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, *W. Bullock*

Special£ 10 : 10 : 0

Certificate (if required)£ : :

Committee's Minute 26th July 1845

Character assigned 1 for 13 yrs



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Lloyd's Register
Foundation

Build