

No. 482 Survey held at Ipswich Date 4 June to 4 July 1853  
on the Cutter, Providence Master R. Sheppard  
Tonnage Old Built at Wivenhoe When built 1806 - Launched  
By whom built not known Owners A. Williams  
Port belonging to London Destined Voyage Ipswich to Genoa  
If Surveyed while Building, Afloat, or in Dry Dock On the Ways - Classed SS. 52

Length aloft 70. 3. 10 Extreme Breadth 14. 3. 10 Depth of Hold 8. 1. 10

Scantlings of Timber.

Room and Space	Inches.	Inches.	Inches.	Inches.
Floors.....sided	22			
1st Foothooks.....	6 1/2	Moulded	10	6 1/2
2nd Ditto.....	6	"	-	6
3rd Ditto.....	6	"	-	5
Top Timbers.....	6	"	-	4
Deck Beams N°.....	7 1/2	"	7 1/2	5 1/2
Hold Beams N°.....	8	"	13	
Keel.....	8	"	10 1/2	
Keelsons.....		"		
Scarphs of Ditto.....		"		

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2	Limber Strakes.....	2 1/2
Bilge Planks.....	2 1/2	Bilge Planks.....	2 1/2
Bilge to Wales.....	2	Ceiling in Flat.....	2
Wales.....	3 1/2	Ditto Bilge to Clamp.....	-
Short Hoods.....	-	Hold Beam Clamps.....	-
Topsides.....	2 1/2	Deck Beam Ditto.....	2 1/2
Sheer Strakes.....	2 1/2	Ceiling 'twixt Decks.....	2
Plank Sheers.....	2 1/2	Hold Beam Shelves.....	-
Water-Ways.....	2 1/2	Deck Beam Ditto.....	-
Upper Deck.....	2 1/2		

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

Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.	Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft	7/8	Transoms and throats of Hooks ..	7/8	Lower Pintle of the Rudder ....	1 1/8
Scarphs of Keel.....N° 6	3/4	Arms of Hooks .....	3/4	Hold Beam .....	-
Floor Timber Bolts .....	7/8	Bolts thro' Bilge & Limber Strakes	5/8	Deck Beam .....	3/4
Kelson ditto .....	7/8	Butt End Bolts .....	5/8		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, consist of Eng Oak and are free from all defects. Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are free from all defects. The Floors consist of Eng Oak The First Foothooks of Eng Oak Timber. The Second Foothooks of Eng Oak The Third Foothooks of Eng Oak The Top Timbers of Eng Oak The Shifts of the first and second Foothooks are not less than One Sixth N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are One Sixth The Frame is squared from the first Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is fairly squared. The alternate Frames are not bolted together to the Gunwale. 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 partly chocked with a Butt at each end of the chock. The Main Keelson is Eng Oak and free from all defects. The False Keelson is American Elm. The Deck Beams consist of Eng Oak The Hold Beams of The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is American Elm From the above named Height to the Light Water Mark American Elm From the Light Water Mark to the Wales English Oak The Wales and Black-strakes are Eng Oak The Topsides Eng Oak The Sheer-strakes Eng Oak and Plank-sheers Eng Oak The Water-ways Eng Oak The Decks Yellow Pine State of Half new fresh good The Shifts of the Planking are not less than 4 Feet 6 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 Two between

Planking Inside.—The Limber-strakes are Eng Oak the Bilge Planks Eng Oak The Ceiling, Lower Hold, Dantzic Fir Between Decks Shelf Pieces Clamps English Oak

Fastenings.—To Hold Beams None

Deck Beams secured with wood lodging knees and seven pairs diagonal iron hanging knees.

Number of Breasthooks Three Pointers Crutches

Butts End Bolts are of Yellow Metal 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 Oak How Made Manded round

General Quality of Workmanship Very Good

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 <sup>o</sup> .			Fathoms.	Inches.		N <sup>o</sup> . Weight.
<i>Complete Set of Sails</i>	Fore Sails,	Chain .....	145	13 1/4	Bower, .....	2 5.0.7
	Fore Top Sails,	Hempen Stream Cable .....	70	5 1/4		3.2.13
	Fore Topmast Stay Sails,	Hawser .....	70	4	Stream, .....	1 1.2.13
	Main Sails,	Towlines .....	~	~		
	Main Top Sails,	Warp .....	70	3 1/2	Kedge, .....	1 1.0.0
and		All of <u>Good</u> quality.				

Her Standing and Running Rigging is Hemp sufficient in size and Good in quality.

She has One Long Boat and ~

The present state of the Windlass is Good Capstan ~ Rudder Good Pumps two iron

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

This vessel has now been repaired and lengthened fifteen feet in midships. And in addition to the lengthened part has had two second Foothooks shifted and replaced with new on the Starboard side. Three new third Foothooks on the Larboard side. And twelve filling timber at the Floor heads on both sides. And twenty new Floor head and first Foothook head chocks on both sides. The Limber Strakes. Floor head Strakes and all the Butts under the wales. have been through Bolted with Yellow Metal Bolts. The vessel has been thoroughly caulked and sheathed with Yellow Metal over paper. She is now in efficient condition in every respect and in my opinion is fit for the conveyance of dry and perishable cargoes to and from all parts of the world. and eligible for her present Classing

*W. Sayles*

If Sheathed, Doubled, Felted, or Coppered with Yellow Metal When last done July 1853

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

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

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 19<sup>th</sup> July 1853

Character assigned A. 1



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