

No. 41 Survey held at St. Helier Jersey Date June 13th 1855
 834 on the Schooner May Flower Master Thomas Vibert
 Tonnage 69 ⁵⁴/₉₄ Built at Guernsey When built October 1854
 By whom built Barry Patouel Owners The Captain & Company
 Port belonging to St. Helier Jersey Destined Voyage Halifax
 If Surveyed Afloat or in Dry Dock Dry
See Guernsey Survey No. 28 Closed 10

Length aloft..... 60 ^{Feet.} 7 ^{Inches.} Extreme Breadth 16 ^{Feet.} 4 ^{Inches.} Depth of Hold 10 ^{Feet.} 1 ^{Inches.}

Scantlings of Timber.

	Inches.	Inches Middle	Inches Ends
Timber and Space..... each	<u>0</u>		
Floors..... sided	<u>7</u>	<u>10</u>	<u>7</u>
1 st Foothooks..... "	<u>7</u>	<u>8</u>	<u>7</u>
2 nd Ditto..... "	<u>6 1/2</u>	<u>7</u>	<u>6 1/2</u>
3 rd Ditto..... "	<u>6</u>	<u>6 1/2</u>	<u>6</u>
Top Timbers..... "	<u>5</u>	<u>5</u>	<u>4 1/2</u>
Deck Beams..... "	<u>7 1/2</u>	<u>6</u>	<u>6</u>
Hold Beams..... "	<u>8</u>	<u>12</u>	<u>13</u>
Keel..... "	<u>9</u>		
Kelsons..... "			

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2 1/4</u>	Foot Waling.....	<u>2</u>
Bilge Planks.....	<u>3</u>	Bilge Planks.....	<u>3</u>
Bilge to Wales.....	<u>2 1/4</u>	Ceiling in Flat.....	<u>2 1/8</u>
Wales.....	<u>3 1/4</u>	Ditto Bilge to Clamp.....	<u>2 1/8</u>
Topsides.....	<u>2</u>	Hold Beam Clamps.....	
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Plank Sheers.....	<u>2 1/2</u>	Ceiling 'twixt Decks.....	
Water-ways.....	<u>3 1/2</u>	Hold Beam Shelves.....	
Upper Deck.....	<u>2 1/4</u>	Deck Beam ditto.....	

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>1/2</u>	Hold Beam.....	
Scarphs of Keel..... N°.....	<u>3/4</u>	Butt End Bolts.....	<u>1</u>	Deck Beam.....	<u>3/4</u>
Floor Timber Bolts.....	<u>3/4</u>	Lower Pintle of the Rudder.....	<u>2</u>		
Kelson ditto.....	<u>7/8</u>			same in Iron above the Copper.....	
Transoms and throats of Hooks.....	<u>3/4</u>				
Arms of Hooks.....	<u>7/8</u>				

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

Her Floors and first Foothooks are composed of Guernsey British Oak Timber.

Her other Foothooks and Top Timbers of Guernsey British Oak.

Her Shifts of the first and second Foothooks are not less than one N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are one.

The Frame is all squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is square.

The alternate Frames are — bolted together.

The Butts of the Timbers are — close together; their thickness not less than 2/3 of the entire moulding at that place.

The Frame is not chocked with — Butt at each end of the chock.

The Main Kelson is composed of Foreign Oak and the False Kelson of (note any).

The Scarphs of the Kelsons are not less than five feet — inches.

The Deck and Hold Beams are composed of Foreign Oak.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Foreign Oak.

From the first Foothook Heads to the Light Water Mark of Foreign Oak.

From the Light Water Mark to the Wales of Foreign Oak.

The Wales and Black-strakes are of Foreign Oak.

The Topsides of Foreign Oak.

The Sheer-strakes of Foreign Oak.

The Gunwales of Foreign Oak.

Water-ways of Foreign Oak.

The Shifts of the Planking are not less than Six feet N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

Planking Inside.—The Clamps are composed of Foreign Oak the Stringers of Foreign Oak.

The Bilge Planks of Foreign Oak and the remainder of the Ceiling of Foreign Oak.

Fastenings.—To Hold Beams No Beams below Deck Beams.

Deck Beams Bolts 3/4 in Iron.

Number of Breasthooks Three Pointers One Crutches One.

Butts End Bolts are of Copper in the Bottom, and Spike Bolt in each Butt End through and clenched.

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship very good.

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

Builder's Name Deceased

Surveyor's Name William Russell

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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
1.	Fore Sails,	85	Chain	3/4	Bower,
		80		11/16	
1.	Fore Top Sails,	120	Hempen Stream Cable.....	5	Stream,
2	Fore Topmast Stay Sails,	50	Hawser	3 1/2	Kedge,
1	Main Sails,	100	Towlines	2 1/2	All of proper weight.
1.	Main Top Sails,	100	Warp	3	
and		All of <u>good</u> quality.			

Her Standing and Running Rigging is good 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

General Remarks—Statement and Date of Repairs.

*This is a strong faithfully built vessel
under the inspection of her present commander*

If Sheathed, Doubled, or Felted, with Copper over paper
and Date when last done 1834

And I am of opinion this Vessel should be Classed A 1

The Amount of the Fee.....£ 4 : 10 : 6 is received by me,

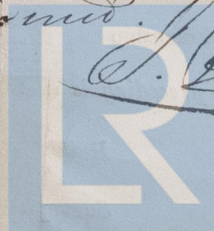
William Russell
17 July. 1835

Committee Minute 2 Oct^r 1835

Character assigned A 1 for 8 Years

Comm^{te} Min
27 Nov^r 1835.
Classing 8 A to be
Confirmed.

CHD *LB*



Lloyd's Register
Foundation

*Refer to Guernsey & Jersey Journals
to explain the difference in the two Reports
9 Oct*