

No. 1135. Survey held at St Aubins Yard Date 25th April 1863.
on the Schooner 'Resolute' Master R. G. Ransigal
Tonnage Old Built at Jersey When built 1863 Launched 21st March/63.
By whom built J. C. Clarke Owners Philip Amley.
Port belonging to London Destined Voyage Jersey to Rio Janeiro.
Surveyed while Building, Afloat, or in Dry Dock While building.

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	Sided.	Moulded.	Sided.	Moulded.		Sided.	Moulded.	Sided.	Moulded.		Sided.	Moulded.	Sided.	Moulded.
106.2	21 1/2	16 1/2	20	15 1/2	23.3					12.15				
Scantlings of Timber.					Thickness of Plank.									
TIMBER AND SPACE					Outside.					Inside.				
Floors	4	12	4	8	8	6 1/2	Garboard Strakes	2 1/4	2 1/2	Limber Strakes	3 1/4	3		
1st Foothooks	8	4	8 1/2	7	6 1/2	6	Garboard to Bilge	2 1/4	2 1/2	Bilge Planks	3 1/4	3		
2nd Ditto	8 1/4	8 1/2	7 1/4	7	6	5 1/2	Bilge Planks	2 1/4	2 1/2	Ceiling in Flat	2 1/4	2		
3rd Ditto	6 3/4	7 1/4	6	6 1/4	5 1/2	5	Bilge to Wales	2 1/4	2 1/2	Ditto Bilge to Clamp	2 1/4	2		
Top Timbers	6 1/2	6	5 1/4	6 1/4	5	4 1/2	Wales	4 1/4	4	Hold Beam Clamps	"	"		
Deck Beams	8 1/4	8 1/4	7	8	8	6 1/2	Topsides	3 1/4	3	Deck Beam Ditto	3 1/2	3		
Deck Beams, length amidships	22 1/2	"	22 1/2	"	"	"	Sheer Strakes	3 1/4	3	Ceiling 'twixt Decks	"	"		
Hold Beams	"	"	"	"	"	"	Plank Sheers	2 1/4	2 1/2	Hold Beam Shelves	"	"		
Hold Beams, length amidships	"	"	"	"	"	"	Water-Upper Deck	8 1/4	8 1/4	Deck Beam Ditto	"	"		
Keel	11	13	"	10	10	"	Ways Lower Deck	"	"					
Scarp of Ditto	5 1/4	2 1/2	"	4 1/2	6 1/2	"	Ditto, faying surface against Timbers	5 1/2	4 1/2					
Keelsons	12	12 1/2	"	11	11	"	Upper Deck	"	2 1/2					
Scarp of Ditto	5 1/4	6 1/2	"	5 1/4	"	"								

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

	Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Heel-Knee, & Deadw'd abaft	1	—	1	Transoms and throats of Hooks	1/8	—	1/8	Hold Beam	Waterway ..	"	"	"	"	"	"
Scarp of Keel, N° 6	3/4	—	3/4	Arms of Hooks	3/4	—	3/4	Bolts in	Knees	"	"	"	"	"	"
Keelson Bolts through Keel	5/8	—	5/8	Thro' Bilge & Limber Strakes	5/8	—	5/8		Shelf or Clamp	"	"	"	"	"	"
at each Floor	5/8	—	5/8	Thickstuff over Double Floors	"	"	"	Deck Beam	Waterway ..	1/2	—	1/2	1/2	—	1/2
Bolts thro' Heels of Timbers	1/2	—	1/2	Butt End Bolts	5/8	—	5/8	Bolts in	Knees	1/2 3/4	—	1/2 3/4	1/2 3/4	—	1/2 3/4
against Deadwood	1/2	—	1/2	Pintles of the Rudder	3/4	—	3/4		Shelf or Clamp	1/2	—	1/2	1/2	—	1/2
								Nails or Bolts in Flat of Deck		5/2	—	5/2	5/2	—	5/2
								Treenails Inches		1/8	—	1/8	1/8	—	1/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 3 1/2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.

The Floors consist of English Oak. 12 The First Foothooks of English Oak. 12

The Second Foothooks of English Oak. 12 The Third Foothooks and Top Timbers of English Oak. 12

The Shifts of the First and Second Foothooks are not less than 3 1/2 10 p.m. N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 3 1/2 10 p.m. upwards.

The Frame is well squared from the First Foothook Heads upwards, and will free from sap, and from thence downwards, the

frame is well squared and free from sap.

The Frames are all 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 cross chocked with a Butt at each end of the check. The Main piece of Rudder is English Oak of Windlass is English Oak.

The Keel is English Oak. The Main Keelson is Marra & French Oak and free from all defects.

The Stem, and Stern Post of English Oak. 12 The Transoms, Knight Heads, Hawse Timbers,

and Aprons of French Oak. 12 Deadwood, of English Oak. 12 and are free from all defects.

The Deck and Hold Beams of English Oak. 12 The Breasthooks of Iron The Knees of English Oak. 12

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is Red pine & American Rock Elm.

From the above named Height to the Light Water Mark Red pine. 9

From the Light Water Mark to the Wales Greenheart. 12

The Wales and Black-strakes are Greenheart. 12 The Topsides & Sheer-strakes Greenheart. 12

The Spiketting and Plank-sheers Greenheart. 12 The Water-ways Upper Deck Red pine. 10 Lower Deck

The Decks Yellow pine. State of Good.

The Shifts of the Planking are not less than 5 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 three between, and without step-butting

Planking Inside.—The Limber-strakes and Bilge-strakes are sailing between them, American Oak & Marra.

The Ceiling, Lower Hold, and between Decks American Oak & Marra. Shelf Pieces and Clamps American Oak.

Fastenings.—To Hold Beams

Deck Beams Waterway, which Clamp. Iron lagging runs all fore and aft, except

three fore and two after beams which are fitted with lagging knees of

English Oak, and six pairs of knee pieces.

Number of Breasthooks Four of Iron Pointers one pair Crutches One.

Butt End Bolts are of Yellow metal in the Bottom: 4 p.m. 2 Bolts in each Butt End are through and clenched

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak. How Made Square turned

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 J. C. Clarke Surveyor's Signature William Clarke

JCR549-028J

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	180 1	Bower,	1 10.2.0
	Fore Top Sails,	Chain Hempen Stream Cable	75 13/16		1 12.0.8
	Fore Topmast Stay Sails,	Hawser	90 4/2	Stream,	1 3.3.18
	Main Sails,	Towlines	90 6/2		
	Main Top Sails,	Warp	90 3/2	Kedge,	1 2.2.0
	and <u>suit of spare sails</u>	All of <u>good</u> quality.			

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

She has 18 1/2 ft Long Boat and another of 16 1/2 ft

The present state of the Windlass is Patent - Capstan Reblewinch Rudder Good Pumps 2 of Iron, good.

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 }
2nd. When the Beams are put in, &c. } Under Special survey.
3rd. { When completed, and before the plank be painted or payed }

Built under Special survey, the materials used are of good quality, and the workmanship is good. all external fastenings are Yellow metal including the heels of the cant timbers, to the exclusion of Iron, except the flat of the deck which is fastened with Galvanized Iron nails.

Four pieces have been cut out from the bottom to test the condition of the caulking which proved good.

The Chain Cables have been proved to 18 Tons and the Bowers to 12.5.3.0 and 13.07.2.0 at the Testing Machine belonging to the "Jersey Mutual Insurance Society".

Present condition of Caulking of Bottom, new & good Deck, do and Waterways do.

If Sheathed, Doubled, Felted, or Coppered Yellow metal on paper to the lead line. When last done March/63.

I am of opinion this Vessel should be Classed 10 A 1.

The Amount of the Fee.....£ 2 : : : is received by me,

Special£ 8 : 9 : :

Certificate£ : : : :

Committee's Minute 28th April 1863.

Character assigned

A 1 for 10 Yrs
(A & C P)



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