

No. 18912 Survey held at Fleetwood Date February 19 to 19 August 1864
on the Schooner Useful Master W Hesketh
Old Tonnage New 58 40 Built at Fleetwood When built 1864 Launched 1 August
By whom built Gibson Owners A Munro & Co
Port belonging to Fleetwood Destined Voyage Coasting
If surveyed while Building, Afloat, or in Dry Dock On the Blocks

Length aloft	Feet. 19	Inches. 5 1/2	Extreme Breadth Outside	Feet. 18	Inches. 4	Depth of Hold	Feet. 7	Inches. 11
Scantlings of Timber.								
TIMBER AND SPACE	"	19	"	18	"			
Floors	9	10	12	7	11			
1st Foothooks	7	9	11	6	11			
2nd Ditto	6 1/2	"	5	5 1/2	5			
3rd Ditto	5 1/2	"	4 1/2	5 1/2	4 1/2			
Top Timbers	5 1/2	"	4 1/2	5 1/2	4 1/2			
Deck } No 12 Average } 3 1/2 6	8 1/2	8 1/2	6 1/2	5 1/2	4			
Beams }								
Deck Beams, length amidships	16	18	10	14	14	5 1/2		
Hold } None Average } 3 1/2 6	"	"	"	"	"	"		
Beams }								
Hold Beams, length amidships	"	"	"	"	"	"		
Keel	9	11	11	8	8	8		
Scarphs of Ditto	5	6	11	4	11	4		
Keelsons	12	24	"	9	9	9		
Scarphs of Ditto	2	2	"	2	2	2		
Outside.								
Garboard Strakes ..	2 1/4	2						
Garboard to Bilge ..	2 1/4	2						
Bilge Planks	3 1/2	2						
Bilge to Wales	2 3/8	2						
Wales	3 1/2	3						
Topsides	2 1/2	2 1/4						
Sheer Strakes	2 1/2	2 1/4						
Plank Sheers	2 1/4	2						
Water- } Upper Deck	6 1/4	4						
Ways } Lower Deck	—	—						
Ditto, faying surface	4	—						
against Timbers ..	—	—						
Upper Deck	2 1/2	2 1/2						
Inside.								
Limber Strakes	3 1/2	2 1/2						
Bilge Planks	3 1/2	2 1/2						
Ceiling in Flat	2 3/8	1 1/2						
Ditto Bilge to Clamp	2 3/8	1 1/2						
Hold Beam Clamps ..	—	—						
Deck Beam Ditto ..	4	2						
Ceiling 'twixt Decks	—	—						
Hold Beam Shelves ..	—	—						
Deck Beam Ditto ..	—	—						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.												Copper or Iron. Inches required per Rule.		
Heel-Knee, and Deadwood abaft			1	1 1/2	2	3	4	5	6	7	8	1 1/2		
Scarphs of Keel No 11			3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Keelson Bolts through Keel at each Floor			7/8	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Bolts through Heels of Timbers against Deadwood			1 1/16	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Transoms and throats of Hooks			1	1 1/2	2	3	4	5	6	7	8	1 1/2		
Arms of Hooks			3/4	1	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors			1 1/16	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Butt End Bolts			1 1/16	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Pintles of the Rudder			2 1/4	2 1/2	2 3/4	3	3 1/4	3 1/2	3 3/4	4	4 1/4	1 1/2		
Hold Beam Bolts in Waterway			1	1 1/2	2	3	4	5	6	7	8	1 1/2		
Knees			1	1 1/2	2	3	4	5	6	7	8	1 1/2		
Shelf or Clamp			1	1 1/2	2	3	4	5	6	7	8	1 1/2		
Deck Beam Bolts in Waterway			1 1/16	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Knees			1 1/16	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Shelf or Clamp			1 1/16	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Nails or Bolts in Flat of Deck			1 1/16	1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	1 1/2		
Treenails			1 1/8	1 1/4	1 1/2	1 3/4	2	2 1/4	2 1/2	2 3/4	3	1 1/2		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 4 Inches.
The Floors consist of English oak & Larch The First Foothooks of English oak
The Second Foothooks of English oak & Larch The Third Foothooks and Top Timbers of English oak & Larch
The Shifts of the First and Second Foothooks are not less than 3 feet
The rest of the Shifts of the Frame are 5 @ 6 feet
N. B. When less than prescribed by the Rule, state how many.

The Frame is well squared from the First Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is well squared
The alternate Frames are all bolted together to the Gunwale.
N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.
The Frame is Part chocked with a Butt at each end of the chock. and the Main piece of Rudder is English oak
The Main Keelson is Red pine and all free from all defects. The Main piece of Windlass is Mahogany
The Stem, and Stern Post, consist of Mahogany and English oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English oak & Larch Deadwood, of English oak and are all free from all defects.
The Deck and Hold Beams consist of Larch The Breasthooks of English oak The Knees of English oak

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is Birch & Rock Elm
From the above named Height to the Light Water Mark Hackmatack & Red pine
From the Light Water Mark to the Wales Hackmatack & Red pine
The Wales and Black-strakes are Mahogany and white oak The Topsides Mahogany & Red pine
The Sheer-strakes and Plank-sheers Mahogany and Larch The Water-ways Upper Deck Red pine & Larch Lower Deck None
The Decks Yellow pine State of very good
The Shifts of the Planking are not less than 2 1/2 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 3 Strakes between, and without step-butt

Planking Inside.—The Limber-strakes and Bilge-strakes are White oak & Rock Elm in midships and Red pine
The Ceiling, Lower Hold, and between Decks Red pine Hackmatack Shelf Pieces and Clamps Red pine
Fastenings.—To Hold Beams No Hold Beams

Deck Beams Double wood Lodging beams and 4 Pairs of iron Han Riders
Number of Breasthooks Three Pointers None Crutches Two Hooks aft
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched, one short bolt,
Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English oak How Made Turned
Thickstuff over Double Floors 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 John Gibson Surveyor's Signature W P Harris

5530-4785 N17

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.
2	Fore Sails,	30	13/16	2	5-11-24
1	Fore Top Sails,	30	1/2		4-0-18
1	Fore Topmast Stay Sails,	"	"	1	2-0-11
1	Main Sails,	"	"		
1	Main Top Sails,	30	3/2	1	0-3-0
1	and <u>Longallant Sail</u>				
1	<u>Square Sails</u>				

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

She has one Long Boat and

The present state of the Windlass is good Capstan Winch Rudder and Pumps 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.

3rd. { When completed, and before the plank be painted or payed }

Frequently Surveys while Building

Materials and workmanship good and the vessel well fastened, caulking examined by having pieces cut out and found very good
Has 60 fathoms 13/16 chain Proved to 11 tons 3 cwt 0 qrs 14 lbs
60 do cut 3/4 do Proved to 10 tons 2 cwt 3 qrs 14 lbs
one Anchor 5-0-24 Proved to 7-9-2-2
one do 4-0-18 Proved to 6-10-0
one do 2-0-11 Proved to 4-11-1

Proved to 11 tons 3 cwt 0 qrs 14 lbs
Proved to 10 tons 2 cwt 3 qrs 14 lbs
Proved to 7-9-2-2
Proved to 6-10-0
Proved to 4-11-1

18912

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Single bottom When last done

I am of opinion this Vessel should be Classed A I

The Amount of the Fee.....£ 1 : " : " is received by me,

Special£ 5 : 5 : " 25/8/64

Certificate£ Chates

Committee's Minute Liverpool 23rd Aug 1864

Character assigned A I



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