

(Restoration)

No. 2050 Survey held at London Date Dec^r 16 1835 2050
 on the Schooner William Foster Master Rendall
 Tonnage 175 Built at Santander When built said to be in 1833
 By whom built _____ Owners J. Barnes & Co.
 Port belonging to London Destined Voyage S^t Thomas
 If Surveyed Afloat or in Dry Dock During repairs On the Ship

Length aloft.....

Feet.	Inches.
92	8

 Extreme Breadth

Feet.	Inches.
22	1

 Depth of Hold

Feet.	Inches.
12	1

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	11 3/4		
Floors..... sided	8	Moulded 8	
1 st Foothooks..... "	6	"	
2 nd Ditto..... "	6	"	
3 rd Ditto..... "	6	"	
Top Timbers..... "	6	"	5
Deck Beams..... "	12	"	1 1/2
Hold Beams..... "		"	
Keel..... "		"	
Kelsons..... "	13	"	8

Thickness of Plank.

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

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft					
Scarphs of Keel.....N ^o .		Bolts thro' the Bilge and Foot Waling.....	5/8	Hold Beam.....	
Floor Timber Bolts.....		Butt End Bolts		Deck Beam	
Kelson ditto.....		Lower Pintle of the Rudder			
Transoms and throats of Hooks.....				same in Iron above the Copper	
Arms of Hooks					

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 5 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Spanish and African Oak and are _____ free from all defects.

Her Floors and first Foothooks are composed of Spanish Oak Timber.

Her other Foothooks and Top Timbers of Do. and Norway Spruce

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

The rest of the Shifts of the Frame are _____

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

The alternate Frames are _____ bolted together.

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

The Frame is _____ chocked with _____ Butt at each end of the chock.

The Main Kelson is composed of Spanish Oak and the False Kelson of _____

The Scarphs of the Kelsons are not less than _____ feet _____ inches. Bolts through alternate floors

The Deck and Hold Beams are composed of Pitch Pine

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

From the first Foothook Heads to the Light Water Mark of _____

From the Light Water Mark to the Wales of _____

The Wales and Black-strakes are of American Oak

The Topsides of American Oak

The Sheer-strakes of Do.

The Gunwales of Do. Water-ways of Pitch Pine

The Shifts of the Planking are not less than 6 Feet _____ Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 & 3 between.

Planking Inside.—The Clamps are composed of Pitch Pine the Stringers of _____

The Bilge Planks of _____ and the remainder of the Ceiling of Oak to the Bilge above Pitch Pine

Fastenings.—To Hold Beams _____

Deck Beams 2. 5th Oak with Lagging Knees & Iron Hanging Nails

Number of Breasthooks 4 Pointers Diagonal Nails Crutches Iron Nails

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

Bilge and Footwaling are 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 _____

Surveyor's Name George Bayley

2050 Jan

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

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .
2	Fore Sails,	180	Chain	2	Bower,
2	Fore Top Sails,	90	Hempen Stream Cable.....	6	Stream,
2	Fore Topmast Stay Sails,	80	Hawser	4 1/2	Kedge,
2	Main Sails,		Towlines		All of proper weight.
2	Main Top Sails,		Warp		
and <u>will be found in other sails</u>			All of <u>good</u> quality.		2 Iron Bumps

Her Standing and Running Rigging is Strong sufficient in size and good in quality. strengthenedShe has One Long Boat and Solly Boat (New)The present state of the Windlass is good Capstan new and Rudder good new**General Remarks—Statement and Date of Repairs.**

This vessel at the present time has been shipped down outside to the light water and raised 4 feet 6 inches. The Sides and Timbers are well shifted past the original frame. The outside Planking is new from the light mark up and the upper Deck fastening has all been renewed. The Stern Frame has been taken out and altered to suit her present depth. At the Range of the water inside two shales of 14" Pitch Pine are worked and bolted through at short intervals about every third Timber—two additional Brunt Hooks of Iron. Cutch or False Transom have been put in. New Plank sheers, Waterways and two shales of the Deck next on each side. Two Upper Deck Clamps and Ceiling Tween Decks. Thoroughly caulked.

It will appear that the scantling of this vessel is too scant for her Register Tonnage according to the scale. Although she has been raised 4 ft 6 in she will not measure quite 130 Tons by the act which comes into operation on 1st Jan^y 1836. The whole of the materials are sound and good—and in consequence of the additional fastening which has been introduced she is in my opinion much stronger than when first built and therefore entitled to the longest period which can be allowed to a vessel of her build.

If Sheathed, Doubled, or Felted, Coppered & Feltedand Date when last done Dec^r 1835And We are of opinion this Vessel should be Classed 1st 1st from present time

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

George Bayley
Master

Committee Minute 17 December 1835Character assigned Restored 1st 1st for 5 YearsJWJD

Special 8-5

Entry—



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