

No. 4859 Survey held at London

Date January 23 1839

4859

on the Schooner Francis

Master Arthur E. Purney

Tonnage 101 Built at Cork

When built 1836

By whom built Brown

Owners Lawrence & Co

Port belonging to Cork

Destined Voyage Swansia

If Surveyed Afloat or in Dry Dock on the Mays

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Scantlings of Timber.

	Inches.	Inches Middle	Inches Ends
Timber and Space..... each	10		
Floors..... sided	10	Moulded	10
1 <sup>st</sup> Foothooks..... "	9	"	
2 <sup>nd</sup> Ditto..... "	"	"	
3 <sup>rd</sup> Ditto..... "	"	"	
Top Timbers..... "	"	"	
Deck Beams..... Number of <u>3 feet apart</u> "	8	"	0
Hold Beams..... Do. do. <u>Three</u> "	9	"	9
Keel..... "	"	"	
Kelsons..... "	13	"	13

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....		Foot Waling.....	2 1/2
Bilge Planks .....		Bilge Planks .....	3
Bilge to Wales .....		Ceiling in Flat .....	2 1/2
Wales .....		Ditto Bilge to Clamp .....	2
Topsides .....		Hold Beam Clamps .....	3
Sheer Strakes .....		Deck Beam Ditto.....	3
Plank Sheers.....	3	Ceiling 'twixt Decks .....	
Water-ways .....	3	Hold Beam Shelves .....	
Upper Deck .....	2 1/2	Deck Beam ditto .....	5

Size of Bolts in Fastenings.

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Oak and are \_\_\_\_\_ free from all defects.

Her Floors and first Foothooks are composed of Oak & Beech Timber.

Her other Foothooks and Top Timbers of not seen

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 not warped squared from the first Foothook Heads upwards, and \_\_\_\_\_ free from sap, and from thence downwards, the frame is \_\_\_\_\_

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 American Elm and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than \_\_\_\_\_ feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Oak

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

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

From the Light Water Mark to the Wales of \_\_\_\_\_

The Wales and Black-strakes are of \_\_\_\_\_

The Topsides of Foreign Oak

The Sheer-strakes of \_\_\_\_\_ Decks, and state of, Yellow Pine

The Gunwales of \_\_\_\_\_ Water-ways of Oak

The Shifts of the Planking are not less than three 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 twixt three between.

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

The Bilge Planks of American Elm and the remainder of the Ceiling of Oak & Elm.

Fastenings.—To Hold Beams secured on Chocks

Deck Beams secured with one Diagonal Oak Knee & Shelf

Number of Breasthooks Three Pointers none Crutches none

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

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship Very fair

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

Builder's Name \_\_\_\_\_

Surveyor's Name W. M. Roberts



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Lloyd's Register  
Foundation



4859 *Sen*

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
	Fore Sails, <i>3 spare</i>	<i>150</i>	Chain .....	<i>15/16</i>	<i>2</i>	Bower,
	Fore Top Sails, <i>3</i>	<i>80</i>	Hempen Stream Cable.....	<i>6</i>	<i>1</i>	Stream,
	Fore Topmast Stay Sails,	<i>120</i>	Hawser .....	<i>4</i>	<i>1</i>	Kedge,
	Main Sails,		Towlines .....			All of proper weight.
	Main Top Sails,	<i>100</i>	Warp .....	<i>3</i>		
and			All of <i>good</i> quality.			

Her Standing and Running Rigging is \_\_\_\_\_ sufficient in size and *good* in quality.

She has *One* Long Boat *and*

The present state of the Windlass is *good* Capstan *new* and Rudder *good*

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

*Appears a strong substantial built vessel, the scantling of large dimensions and well fastened. At the present time bottom examined & partially caulked and is in good condition for the safe conveyance of dry & perishable cargoes.*

If Sheathed, Doubled, or Felted, *Single Bottom*  
and Date when last done \_\_\_\_\_

And *Sam* of opinion this Vessel should be Classed *B M 1* *Williamson*

The Amount of the Fee.....£ *1 : 1 : -* is received by me, *SA*

Committee Minute *26 Aug 1839*

Character assigned *A 1 for 6 years*  
*CL* *Lib*

