

No. 2051 Survey held at Fowey

Date

Rec. 28/3/65 2051
21st March 1865

on the *Sch Rosebud*
Tonnage Old
New 171
By whom built *J. Nichol*

Master

When built 1865
Owners *W. W. Dingle*

Port belonging to *Fowey* Destined Voyage

Surveyed while Building, Afloat, or in Dry Dock *Surveyed while building*

Length aloft	Feet.	Inches.	Extreme Breadth Outside				Feet.	Inches.	Depth of Hold	Feet.	Inches.
	101	8					22	6		12	9
Scantlings of Timber.											
	Sided.	ON SHIP. Moulded.		REQUIRED PER RULE. Moulded.			INCHES. In Ship. Required per Rule.		Inside.	INCHES. In Ship. Required per Rule.	
		Middle.	Ends.	Middle.	Ends.	Outside.					
TIMBER AND SPACE	27			20		Garboard Strakes ..	2 1/2	2 1/2	Limber Strakes	3	3
Floors	10	10	-	8	8	Garboard to Bilge ..	"	"	Bilge Planks	3 1/4	"
1 st Foothooks	9	8	-	7		Bilge Planks	3 1/2	"	Ceiling in Flat	2 1/2	2
2 nd Ditto	8	-	-	6 1/2		Bilge to Wales	2 1/2	"	Ditto Bilge to Clamp	2	"
3 rd Ditto	7					Wales	4	4	Hold Beam Clamps..	2 3/4	
Top Timbers	6	-	5 1/4	"	4 3/4	Topsides'	3	3	Deck Beam Ditto ..	3 1/4	3
Deck } N ^o 23	8 1/2	8 1/2	6 1/2	7 1/4	7 1/4	Sheer Strakes	2 3/4	2 1/2	Ceiling 'twixt Decks	2	
Beams } Average } 5 ft 3 in					6 1/2	Plank Sheers	7 1/4	4 1/2	Hold Beam Shelves ..		
Deck Beams, length amidships						Water- } Upper Deck			Deck Beam Ditto ..		
Hold } N ^o _____						Ways } Lower Deck					
Beams } Average } _____											
Hold Beams, length amidships						Ditto, faying surface	4 1/2	4 1/2			
Keel	11	12	-	10	10	against Timbers ..	2 1/2	2 1/2			
Scarp of Ditto	7 1/2					Upper Deck					
Keelsons	12 1/4	13	-	11	11						
Scarp of Ditto	7 1/2										

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

Heel-Knee, & Deadw'd abaft		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Transoms and throats of Hooks		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	Hold Beam Bolts in		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule
Scarp of Keel, N ^o 7		-	1/4	3/4	Arms of Hooks		3/4	7/8	-	3/4	Waterway		-	7/8
Keelson Bolts through Keel at each Floor		-	1/4	3/4	Thro' Bilge & Limber Strakes		1/2	1/2	-	1/2	Shelf or Clamp		-	1/2
Bolts thro' Heels of Timbers against Deadwood		-	3/4	3/4	Thickstuff over Double Floors		5/8	5/8	-	5/8	Deck Beam Bolts in		-	1/2
					Butt End Bolts		5/8	5/8	-	5/8	Waterway		-	1/2
					Pintles of the Rudder		2 1/2	2	-	2	Shelf or Clamp		-	1/2
											Nails or Bolts in Flat of Deck		-	1/2
											Treenails		-	1/2

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

The Floors consist of 6 Oak The First Foothooks of 6 Oak

The Second Foothooks of 6 Oak The Third Foothooks and Top Timbers of 6 Oak

The Shifts of the First and Second Foothooks are not less than 3 ft 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are good

The Frame is well squared from the First Foothook Heads upwards, and ✓ free from sap, and from thence downwards, the frame is square + good

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 1/2 of the entire moulding at that place.

The Frame is downed or chocked with a Butt at each end of the chock. The Main piece of Rudder is 6 Oak of Windlass is 6 Oak

The Keel is Am^o Oak + Elm The Main Keelson is Greenheart + Monan and ✓ free from all defects.

The Stem, and Stern Post of 6 Oak The Transoms, Knight Heads, Hawse Timbers,

and Aprons of 6 Oak Deadwood, of 6 Oak and are ✓ free from all defects,

The Deck and Hold Beams of 6 Oak The Breasthooks of 6 Oak The Knees of 6 Oak + Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A } the Plank is 6 + Am^o Elm

or to the First Foothook Heads } 6 Oak + Greenheart

From the above named Height to the Light Water Mark 6 Oak + Greenheart

From the Light Water Mark to the Wales 6 Oak + Greenheart

The Wales and Black-strakes are Teak + Greenheart The Topsides & Sheer-strakes Teak + Greenheart

The Spirketting and Plank-sheers Teak + Greenheart The Water-ways { Upper Deck Teak + Greenheart

The Decks 4 Pine Lower Deck ✓

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

Planking Inside.—The Limber-strakes and Bilge-strakes are 6 Oak + Greenheart

The Ceiling, Lower Hold, and between Decks 6 Oak + Greenheart Shelf Pieces and Clamps Teak + Greenheart

Fastenings.—To Hold Beams Five pairs of Iron Riders running down to the lower Bilge plank beam introduced in line of beams

Deck Beams Wood double Lodging Timbers and 5th Iron Hanging Timbers

Number of Breasthooks 4 6 Oak Pointers 1st Iron Crutches one Iron

Butt End Bolts are of 70 lb Metal in the Bottom: two Bolts in each Butt End ✓ on through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of 6 Oak How Made Slanted

Thickstuff over Double Floors ✓ bolted through and clenched. General Quality of Workmanship is good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Amos Nichol Surveyor's Signature W. W. Dingle

Her Masts, Yards, &c. are in _____ 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			Bower,
	Fore Top Sails,	Hempen Stream Cable			
	Fore Topmast Stay Sails,	Hawser			Stream,
	Main Sails,	Towlines			
	Main Top Sails,	Warp			Kedge,
	and	All of _____ quality.			

Her Standing and Running Rigging _____ sufficient in size and _____ in quality.

She has _____ Long Boat and _____

The present state of the Windlass is _____ Capstan _____ Rudder _____ Pumps _____

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 18th May 1864
2nd. When the Beams are put in, &c. 9th June
3rd. { When completed, and before the } March 1865
 { plank be painted or payed }

This is a good built Vessel. Frame well squared & free from sap. Outside and inside plank, Beams, Waterways, Plankbolts and materials throughout are all of the best quality and free from defects.

In lieu of Hold Beams five ^{nos} of Iron Riders extending from A Deck Clamps down to the lower Bidge planks have been introduced, and she is otherwise well fitted in accordance with the Rules and in my opinion fully entitled to her intended Class.

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

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed 12 A

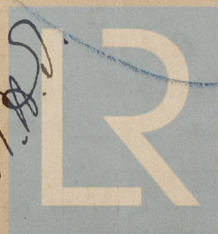
The Amount of the Fee.....£ 2 : 0 : 0 is received by me, W. R. Bentley

Special£ 8 : 1 : 0 28-11-

Certificate£ : : _____

Committee's Minute 28th March 1865

Character assigned A - for 12 Tons



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