

No. 53 Survey held at Southampton Date August 25 1837
 on the Schooner Indes Master Richard Gill
 Tonnage 147 ^{Net} Built at Southampton When built 1837
 By whom built James Blake Owners Jack son & Co
 Port belonging to Southampton Destined Voyage Southampton to Antigua
 If Surveyed Afloat or in Dry Dock Blite Building

Length aloft..... 52 ^{Feet} 10 ^{Inches} Extreme Breadth 21 ^{Feet} 5 ^{Inches} Depth of Hold 11 ^{Feet} 1 ^{Inches}

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	12		
Floors..... sided	11	Moulded	13 9
1 st Foothooks..... <u>Eng Oak</u>	10	"	13 8
2 nd Ditto..... <u>Eng Oak</u>	9	"	9 7
3 rd Ditto..... <u>Eng Oak</u>	8	"	7 7
Top Timbers..... <u>Eng Oak</u>	7 1/2	"	6 5
Deck Beams..... <u>Eng Oak</u>	10	"	9
Hold Beams..... <u>Eng Oak</u>	10	"	9
Keel..... <u>Eng Oak</u>	12	"	15
Kelsons..... <u>Eng Oak</u>	12	"	15

Thickness of Plank.

Outside.	Inches	Inside.	Inches
Keel to Bilge <u>Eng Oak</u>	3	Foot Waling..... <u>Eng Oak</u>	3
Bilge Planks..... <u>Eng Oak</u>	3	Bilge Planks..... <u>Eng Oak</u>	3 1/2
Bilge to Wales..... <u>Eng Oak</u>	2 1/2	Ceiling in Flat..... <u>Eng Oak</u>	2 1/2
Wales..... <u>Eng Oak</u>	4 1/2	Ditto Bilge to Clamp..... <u>Eng Oak</u>	2
Topsides..... <u>Eng Oak</u>	2 1/2	Hold Beam Clamps..... <u>Eng Oak</u>	3
Sheer Strakes..... <u>Eng Oak</u>	2 1/2	Deck Beam Ditto..... <u>Eng Oak</u>	12
Plank Sheers..... <u>Eng Oak</u>	3	Ceiling 'twixt Decks..... <u>Eng Oak</u>	2 1/2
Water-ways..... <u>Eng Oak</u>	4	Hold Beam Shelves..... <u>Eng Oak</u>	6
Upper Deck..... <u>Eng Oak</u>	2 3/4	Deck Beam ditto..... <u>Eng Oak</u>	6

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft.....	1	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	7/8
Scarphs of Keel..... N ^o . 3	3/4	Butt End Bolts.....	3/4	Deck Beam.....	3/4
Floor Timber Bolts.....	1	Lower Pintle of the Rudder.....	2 1/2		
Kelson ditto.....	1				
Transoms and throats of Hooks.....	7/8			same in Iron above the Copper.....	
Arms of Hooks.....	3/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Eng Oak and are free from all defects. Her Floors and first Foothooks are composed of Eng Oak Timber. Her other Foothooks and Top Timbers of Eng Oak. Her Shifts of the first and second Foothooks are not less than 3/4 N.B. When reported by you less than the prescribed Rule, then state how many. The rest of the Shifts of the Frame are 3/4 N.B. The Frame is all squared from the first Foothook Heads upwards, and all free from sap, and from thence downwards, the frame is all squared all free from sap the best Timber. The alternate Frames are all bolted together. with 1/8 iron. The Butts of the Timbers are all close together; their thickness not less than 2/3 of the entire moulding at that place. The Frame is all chocked with all Butt at each end of the chock. The Main Kelson is composed of Eng Oak and the False Kelson of none. The Scarphs of the Kelsons are not less than 7 feet inches. The Deck and Hold Beams are composed of Eng Oak quite free from sap.

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Eng Oak. From the first Foothook Heads to the Light Water Mark of Eng Oak. From the Light Water Mark to the Wales of Eng Oak. The Wales and Black-strakes are of Eng Oak. The Topsides of Eng Oak. The Sheer-strakes of Eng Oak. The Gunwales of Eng Oak. Water-ways of Eng Oak. The Shifts of the Planking are not less than 0 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 all between, in all places the Stringers of Eng Oak.

Planking Inside.—The Clamps are composed of Eng Oak and the remainder of the Ceiling of Eng Oak. The Bilge Planks of Eng Oak. **Fastenings.**—To Hold Beams all Deck Beams all Number of Breasthooks none Pointers none Crutches none Butts End Bolts are of 3/8 in the Bottom, and 7/8 2 Bolt in each Butt End through and clenched. Bilge and Footwaling all 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

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

She has SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails, <u>one</u> <u>new</u> <u>on</u> <u>stay</u>	180	Chain	1 1/8	2	Bower, <u>2</u> <u>2</u> <u>6</u>
2	Fore Top Sails,	80	Hempen Stream Cable.....	7	1	Stream, <u>4</u> <u>3</u> <u>11</u>
2	Fore Topmast Stay Sails,	8	Hawser <u>new</u>	1 1/8	2	Kedge,
1	Main Sails, <u>new</u>	90	Towlines	5 1/2	All of proper weight. <u>new</u> <u>and</u> <u>good</u>	
1	Main Top Sails, <u>off</u>	90	Warp	5		
and 1 <u>top</u> <u>sail</u> <u>all</u> <u>of</u> <u>the</u> <u>best</u> <u>quality</u> <u>of</u> <u>new</u> <u>and</u> <u>good</u>			All of <u>the</u> <u>best</u> <u>quality</u> . <u>new</u>			

Her Standing and Running Rigging is of the best quality & sufficient in size and length in quality.

She has one Long Boat and one keel to the hulk and both new & good

The present state of the Windlass is new patent Capstan one patent and Rudder new & patent which

General Remarks—Statement and Date of Repairs.

This vessel is as complete and built vessel as can be built in any part is built of the best materials good white oak timber and plank well squared of large scantling and well seasoned. The frame well put together is well checked from first foot block to and up the keel to the other first foot block & bolted to keel the whole length in fact is a solid bed of timber in the bottom is well checked in every part of the frame when a block is necessary with a cut at each end of the block where a block can be put in and every part well secured in the best workmanship. The whole frame is a complete sea square free from sap and all other defects and completed in a complete manner. The keel timber is secured by a cap bolt through from outside of the keel timber and through dead wood & keel timber the other side and well clinched and completed in good order is well calculated to take in any dry or packable cargo of any part of the world has one is fully entitled to the class of 12 A1

If Sheathed, double, or Felled, double

and Date when last done Aug 27 1837

And is of opinion this Vessel should be Classed 12 A1

The Amount of the Fee.....£ 2 : 2 : 0 is received by me, John Hunter & son and sons

Committee Minute 19 Sept 1837

Character assigned A 1 for 12 years



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