

No. 64 Survey held at Southampton Date Last Monday July 6 18 40
 on the Schooner Jane Maria Master Mr. Giles
 Tonnage 226⁴³ Built at Southampton When built 1840
 By whom built Mr. J. Blaker Owners Giles & Co
 Port belonging to Southampton Destined Voyage _____
 If Surveyed Afloat or in Dry Dock While Building

Length aloft.....	Feet. Inches.	Extreme Breadth	Feet Inches.	Depth of Hold	Feet. Inches.	
	90 9 10		20 9 10		14	
Scantlings of Timber.			Thickness of Plank.			
Timber and Space..... each	Inches.	Inches. Middle. Inches. Ends	Outside.	Inches.	Inside.	Inches.
Floors..... sided	25	Moulded 13	Keel to Bilge	3	Foot Waling.....	3 1 2
1 st Foothooks..... "	11	" 13	Bilge Planks	4 1 2	Bilge Planks	3
2 nd Ditto	10	" 10	Bilge to Wales	2 3 4	Ceiling in Flat	2 1 2
3 rd Ditto..... "	9	" 9	Wales	4 1 2	Ditto Bilge to Clamp	2 1 2
Top Timbers	8	" 8	Moulded; Bilge	3 1 2	Hold Beam Clamps	3
Deck Beams	7 1 2	" 6 1 2	Topsides	2 1 2	Deck Beam Clamps	3 1 2
Hold Beams	10	" 9 1 2	Sheer Strakes	3	Ceiling 'twixt Decks	2 1 2
Keel	10	" 9 1 2	Plank Sheers.....	4 1 2	Hold Beam Shelves	3
Kelsons	12	" 15	Water-ways	3	Deck Beam ditto	3
	12	" 16	Upper Deck	3		

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

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 1/4 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are all free from all defects.

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

Her other Foothooks and Top Timbers of do do

Her Shifts of the first and second Foothooks are not less than 3 ft 7 in N.B. When reported by you less than the prescribed Rule, then 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 all free from sap, and from thence downwards, the frame is well squared

The alternate Frames are all bolted together.

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 well chocked with A Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of do Oak joined with

The Scarphs of the Kelsons are not less than 8 1/2 feet inches.

The Deck and Hold Beams are composed of English Oak

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

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

From the Light Water Mark to the Wales of do do

The Wales and Black-strakes are of do do

The Topsides of do do

The Sheer-strakes of E. Oak Decks, and state of,

The Gunwales of do do Water-ways of English Oak

The Shifts of the Planking are not less than 5 Feet 3 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 three between.

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

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams are Double Bored with Iron and 10 Staple Standards to each
 Deck Beams Main Deck Beams Double Bored with wood knees and an Iron Hanging knee to every other beam
Quarter Deck has 2 chocks Beams Lashed & fastened with single iron

Number of Breasthooks 4 Below 1 above Pointers two Crutches one

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship Good

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

Builder's Name James Blaker

Surveyor's Name Charles Cooper

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

SAILS.			CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .	
✓	Fore Sails,	180	Chain	1 1/4	2	Bower,
✓	Fore Top Sails,	80	Hempen Stream Cable.....	3/4	1	Stream,
	Fore Topmast Stay Sails,	120	Hawser	5	2	Kedge,
✓	Main Sails,	120	Towlines	4		All of proper weight. <u>yes</u>
✓	Main Top Sails,	120	Warp	3		
and <u>well found in all other details new</u>			All of <u>new</u> quality.			

Her Standing and Running Rigging is new sufficient in size and good in quality.

She has one Long Boat and two other Boats

The present state of the Windlass is new Capstan new and Rudder new & in good working condition

General Remarks—Statement and Date of Repairs.

This Schooner is coppered and copper fastened throughout Below her keel the planking inside and outside is well edged free from sap well seasoned and properly fastened her Deck & Mast Beams are well secured with iron Lacing and Hanging Knees the arms are of good length and well fastened her wing transom is well secured with iron knees bratch and. Painters are of good length and well fastened her Stern timbers are secured with her transoms Beams worked over the hull of the Timbers and well fastened & she is well found in all stores and having served her three times while building a reputation to Instructions I am of opinion she is a strong & faithful. Quick & useful, and fit to carry any & period able cargo to & from all parts of the world

If Sheathed, Doubled, or Felted, _____

and Date when last done _____

And Tam of opinion this Vessel should be Classed 12 A

The Amount of the Fee.....£ 3 : 3 : — is received by me,

Charles Coster

Con. Minute 14th July 1830

water assigned

1 for 12 years



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Foundation