

No. 15 Survey held at Lopham Date Feb 13 1839  
 on the Schooner, John Wesley Master J P Peak  
 Tonnage 144 0m Built at Lopham When built 1839  
 By whom built Thos Bowden Owners Thos Lopham & Co  
 Port belonging to Leam Destined Voyage Cardiff & Newcastle  
 If Surveyed Afloat or in Dry Dock in Builders Yard, as prescribed in Rule 35

Length aloft.....	Feet.   Inches.	75   5½	Extreme Breadth .....	Feet   Inches.	20   9	Depth of Hold .....	Feet.   Inches.	19   3	
Scantlings of Timber.				Thickness of Plank.					
Timber and Space.....	each	22							
Floors.....	sided	11	Moulded	12	10				
1 <sup>st</sup> Foothooks.....	"	9½	"	10	9				
2 <sup>nd</sup> Ditto.....	"	8½	"	9	8				
3 <sup>rd</sup> Ditto.....	"	7	"	7	5				
Top Timbers .....	"	"	"	"	"				
Deck Beams .....	Number of	18	"	10	8				
Hold Beams .....	Do. do.	5	"	9	7				
Keel .....	"	11	"	14	13				
Kelsons .....	"	14	"	15	13				
						Outside.	Inches.	Inside.	
						Keel to Bilge .....	3	Foot Waling.....	4
						Bilge Planks .....	5	Bilge Planks .....	4
						Bilge to Wales .....	2½	Ceiling in Flat .....	3
						Wales .....	4½	Ditto Bilge to Clamp .....	2½
						Topsides .....	2½	Hold Beam Clamps .....	3½
						Sheer Strakes .....	3½	Deck Beam Ditto.....	3½
						Plank Sheers.....	3	Ceiling 'twixt Decks .....	2½
						Water-ways .....	8½	Hold Beam Shelves .....	
						Upper Deck .....	2¾	Deck Beam ditto .....	

Copper.		Copper.		Iron.	
Heel-Knee, and Dead Wood abaft .....	<u>1</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>1/8</u>
Scarphs of Keel.....	N <sup>o</sup> . <u>One</u> <u>3/4</u>	Butt End Bolts .....	<u>5/8</u>	Deck Beam .....	<u>1/8</u>
Floor Timber Bolts.....	<u>1/8</u>	Lower Pintle of the Rudder .....	<u>2 1/2</u>	same in Iron above the Copper .....	
Kelson ditto.....	<u>1/8</u>				
Transoms and throats of Hooks .....	<u>1</u>				
Arms of Hooks .....	<u>1/8</u>				

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

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

Her other Foothooks and Top Timbers of ditto

Her Shifts of the first and second Foothooks are not less than 3 ft 6 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 Three feet 6 in & Four feet

The Frame is well squared from the first Foothook Heads upwards, and 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 square Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of

The Scarphs of the Kelsons are not less than 7 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 English Elm

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

From the Light Water Mark to the Wales of ditto

The Wales and Black-strakes are of ditto

The Topsides of ditto

The Sheer-strakes of English Oak Decks, and state of, Red Pine

The Gunwales of ditto Water-ways of English Oak

The Shifts of the Planking are not less than Two 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.

**Planking Inside.**—The Clamps are composed of English Oak The Planking is wrought between. the Stringers of

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

**Fastenings.**—To Hold Beams double round fore & aft ways

Deck Beams double round fore & aft ways

Number of Breasthooks Five Pointers One pair Crutches One, and a beam over the end of stem timbers

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

Bilge and Footwaling Copper 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 Thos. Bowden  
 Surveyor's Name John Solomon



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> .
2	Fore Sails,	180	Chain .....	7 1/16	2
1	Fore Top Sails,	70	<del>ditto</del> Hempen Stream Cable.....	3 1/4	1
1	Fore <del>Topmast</del> Stay Sails,	80	Hawser .....	5 1/2	3
1	Main Sails,	70	Towlines .....	4	All of proper weight.
1	Main Top Sails,	70	Warp .....	3	
and			All of <u>good</u> quality.		

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

She has One Long Boat and One Jolly Boat

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

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

*This Vessel is Built of the very best Materials, and though  
Copper fastened under the Bows, and is as firm and good a  
Vessel as can be Built, and is fit to carry a day & night  
Cargo*

*Wm Charles Graham  
Secretary  
Jas as Register of Shipping  
2 White Lion Court*

If Sheathed, Doubled, or Felted, \_\_\_\_\_

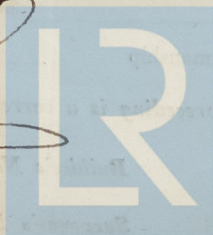
and Date when last done \_\_\_\_\_

And Sam of opinion this Vessel should be Classed A1 for 12 years

<sup>34</sup> The Amount of the Fee.....£ 2 : 2 : 0 is received by me, John A. Hobman

Committee Minute 19 Feb 1839

Character assigned A1 for 12 years  
C.H.



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