

No. 300 Survey held at Padstow Date May 4 1884
on the Ketch Amelia Master Adam Heymouth
Tonnage 57 Built at Penzance When built 1870
By whom built _____ Owners R. Mery Ve
Port belonging to Padstow Destined Voyage _____

If Surveyed Afloat or in Dry Dock in Slipway

Classed A. 1 Sub omitted

Length aloft <i>Padstow 6</i>	Feet. <i>58</i> Inches. <i>0</i>	Extreme Breadth	Feet. <i>16</i> Inches. <i>0</i>	Depth of Hold	<i>34</i> Feet. <i>8</i> Inches. <i>0</i>
Scantlings of Timber.			Thickness of Plank.		
Timber and Space..... each	<i>21</i> Inches.			Outside.	Inside.
Floors..... sided	<i>8</i>	Moulded	<i>8</i> Inches Middle <i>7</i> Inches Ends	Keel to Bilge	Foot Waling
1 st Foothooks..... "	<i>7</i>	"	<i>7</i>	Bilge Planks	Bilge Planks
2 nd Ditto..... "	<i>6</i>	"	<i>6</i>	Bilge to Wales	Ceiling in Flat
3 rd Ditto..... "	<i>5</i>	"	<i>5</i>	Wales	Ditto Bilge to Clamp
Top Timbers..... }	<i>5</i>	"	<i>5</i>	Topsides	Hold Beam Clamps
Deck BeamsN°. of <i>10</i>	<i>8</i>	"	<i>8</i>	Sheer Strakes	Deck Beam Ditto
Hold BeamsN°. of	<i>10</i>	"	<i>10</i>	Plank Sheers.....	Ceiling 'twixt Decks
Keel	<i>10</i>	"	<i>11</i>	Water-Ways.....	Hold Beam Shelves
Kelsons	<i>11</i>	"	<i>13</i>	Upper Deck	Deck Beam Ditto
Size of Bolts in Fastenings.					
<i>Iron</i> Copper.			<i>Iron</i> Copper.		
Heel-Knee, and Dead Wood abaft	<i>7/16</i> Inches.	Bolts thro' the Bilge and Foot Waling		<i>5/16</i> Inches.	Hold Beam
Scarphs of Keel.....N°.	<i>5/16</i>	Butt End Bolts		<i>5/16</i>	Deck Beam
Floor Timber Bolts	<i>7/16</i>	Lower Pintle of the Rudder		<i>7/16</i>	} same in Iron above the Copper..... }
Kelson ditto	<i>7/16</i>				
Transoms and throats of Hooks	<i>7/16</i>				
Arms of Hooks	<i>7/16</i>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English & Italian Oak and are free from all defects.

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

The other Foothooks and Top Timbers of Ditto

The Shifts of the first and second Foothooks are not less than 5 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Support

The Frame is square squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is Support

The alternate Frames are partly bolted together. N. B. If not, state how bolted.

The Butts of the Timbers are all close together; their thickness not less than _____ of the entire moulding at that place.

The Frame is partly chocked with square Butt at each end of the chock.

The Main Kelson is composed of American Oak and the False Kelson of _____

The Scarphs of the Kelsons are not less than _____ feet _____ inches. in an Piece

The Deck and Hold Beams are composed of English Oak & Norway Timber

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of American Oak

From the first Foothook Heads to the Light Water Mark of Ditto

From the Light Water Mark to the Wales of Ditto

The Wales and Black-strakes are of American Oak The Topsides of English Oak

The Sheer-strakes and Plank-sheers of English Oak The Water-ways of Red Pine

The Decks of Red Pine State of Good

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 _____ between

Planking Inside.—The Limber-strakes are composed of American Oak the Bilge Planks of American Oak

The Ceiling, Lower Hold, of American Oak Between Decks of American Oak

Shelf Pieces of Ditto Clamps of Ditto

Fastenings.—To Hold Beams

Deck Beams bolting them down & bolting through the Shelf

Number of Breasthooks 3 Pointers _____ Crutches _____

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

Bilge and Footwaling Iron 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 Henry Knight

Surveyor's Name John Holman

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
/	Fore Sails,	150	Chain	3/4	2	Bower,	4-0-0 - 3-2-11
/	Fore Top Sails,	70	Hempen Stream Cable	8	1	Stream,	1-3-14
/	Fore Topmast Stay Sails,	70	Hawser	8	2	Kedge,	1-0-0 - 3-0
/	Main Sails,	70	Towlines	5			
/	Main Top Sails,	70	Warp	3			
and <u>all other necessary Sails</u>			All of <u>Good</u> quality.				

Her Standing and Running Rigging is quite sufficient in size and Good in quality.

She has One Long Boat and

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

General Remarks—Statement and Date of Repairs.

The whole of the Planking inside and outside together with the
Decks taking off, the timber of the frame all exposed to view
Keel new
Planks 13 tons new
Belly Planks new
Wales new
Blackstrakes &c
Topboards &c
Thru Plank & Plank Thru new
Decks new
Rails, Stanchions & Balustrades new
Stem Keyed heads & Batten timbers new
Ceiling Cleats, Bells & Lumber Strakes all thing last new
Kelson new
Deck Beams 7 new
Breadhooks all new
Knees 4 new & 10 Wood new
Floors 10 new
Buttresses feet 35 new
Ditto Sides 45 &c
To Thwarts & Top timbers nearly all new
Chocks all new
Fastenings of every description new
All new Mast Poles and Standing rigging
Nearly all new Sails
Bygone well and thoroughly repaired

John Holman

Henry Knight Shipbuilder

Be pleased to find Certificate to R Army Esq, Ship owner
Paid two

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

I am of opinion this Vessel should be Classed Open A 1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

John Holman
Special£ : :
John Holman

Committee's Minute 19th May 1848

Character assigned Active A 1 for 6 years



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