

No. 251 Survey held at Tops Lane Date Dec 10/34
on the Schooner Venus Master Henry Salisbury
Tonnage 127 1/2 Built at Tops Lane When built 1849
By whom built Mr. Potter & Co. Owners Geo. S. Salisbury
Port belonging to Antigua Destined Voyage Bayona
If Surveyed Afloat or in Dry Dock in Builders Yard

Length aloft	Feet. <u>75</u> Inches. <u>0</u>	Extreme Breadth	Feet. <u>19</u> Inches. <u>10</u>	Depth of Hold	Feet. <u>11</u> Inches. <u>0</u>	
Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches. <u>23</u>	Inches. Middle <u>10</u> Ends <u>8</u>	Outside.	Inches.	Inside.	Inches.
Floors	sided <u>10</u>	Moulded <u>10</u> <u>8</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes	<u>3 1/2</u>
1st Foothooks	" <u>8</u>	" <u>8</u> <u>7</u>	Bilge Planks	<u>4</u>	Bilge Planks	<u>3 1/2</u>
2nd " "	" <u>7</u>	" <u>7</u> <u>6</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat	<u>2 1/2</u>
3rd " "	" <u>5 1/2</u>	" <u>5</u> <u>4 1/2</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	—
4th " "	" <u>5 1/2</u>	" <u>5</u> <u>4 1/2</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps	<u>3</u>
5th " "	" <u>5 1/2</u>	" <u>5</u> <u>4 1/2</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3</u>
6th " "	" <u>9</u>	" <u>9</u> <u>7</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks	<u>2 1/2</u>
7th " "	" <u>11</u>	" <u>12</u>	Water-Ways	<u>6</u>	Hold Beam Shelves	—
8th " "	" <u>13</u>	" <u>26</u> <u>13</u>	Upper Deck	<u>2 1/2</u>	Deck Beam Ditto	—

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Copper or Iron.	Inches.	Copper or Iron.	Inches.
Keel and Dead Wood abaft	<u>1</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>
of Keel	<u>1</u>	Butt End Bolts	<u>5/8</u>
Limber Bolts	<u>1</u>	Lower Pintle of the Rudder	<u>3</u>
ditto	<u>1</u>		
ns and throats of Hooks	<u>1</u>		
f Hooks	<u>1</u>		

ring.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of English Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of English Oak and are free from all defects.

Floors and first Foothooks are composed of Yew Timber. other Foothooks and Top Timbers of Yew

Shifts of the first and second Foothooks are not less than 3 1/2 N. B. When less than prescribed by the Rule, state how many.

rest of the Shifts of the Frame are Supernatural Frame is squarely squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the

frame is Supernatural alternate Frames are all bolted together. N. B. If not, state how bolted.

Butts of the Timbers are all close together; their thickness not less than 1/3 of the entire moulding at that place.

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

Main Kelson is composed of English Oak and the False Kelson of White Pine

Scarpns of the Kelsons are not less than 6 feet inches.

Deck and Hold Beams are composed of English Oak above the Transoms

ng Outside.—From the Keel to the first Foothook Heads the Plank is composed of English Oak

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

the Light Water Mark to the Wales of Yew

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

Sheer-strakes and Plank-sheers of Yew The Water-ways of White Pine

Decks of White 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 3 Strakes between

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

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

Shelf Pieces of Yew Clamps of English Oak

Fastenings.—To Hold Beams Double headed each end

Deck Beams Double headed each end

Number of Breasthooks 4 Pointers 4 Crutches 4

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

Bilge and Limber Strakes Yew bolted through and clenched. Treennails of English Oak

General Quality of Workmanship very good

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

Builder's Signature John Potter & Co Surveyor's Signature Henry Salisbury

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,	160	Chain	15	2	Bower, 8-0-14-8-0-20
/	Fore Top Sails,	60	Hempen Stream Cable	7	1	Stream, 4-0-0
/	Fore Topmast Stay Sails,	70	Hawser	5	1	Kedge, 1-0-0
/	Main Sails,	70	Towlines	4		
/	Main Top Sails,	70	Warp	3		
and			All of	quality.		

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

She has One Long Boat and

The present state of the Windlass is good ^{Palmer} Capstan Palmer and Rudder good Pumps good Iron

General Remarks—Statement and Date of Repairs.

This vessel is well built her timber and plank are mostly extra sizes and thick, and I am of opinion well deserves 10 years Clap

Be pleased to forward me a Certificate

If sheathed, doubled, Felted, or Coppered When last done

I am of opinion this Vessel should be Classed 10 A 1

The Amount of the Fee.....£ 2 : 0 : 0 is received by me, Sam. Ashman

Special£ : :

Certificate (if required)£ : 5 :

Committee's Minute 13th March 1849

Character assigned 10 A 1 AS



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