

No. 251 Survey held at Tops Lane Date Dec 10/1849  
 on the Schooner Venus Master Henry Salisbury  
 Tonnage 127 1/2 Built at Tops Lane When built 1849  
 By whom built Mr. Peters & 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>
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>		
Room and Space	Inches. <u>23</u>	Inches. Middle <u>10</u> Ends <u>8</u>	<b>Outside.</b>	Inches. <u>2 1/2</u>	<b>Inside.</b>
Floors	sided <u>10</u>	Moulded <u>10</u> <u>8</u>	Keel to Bilge	<u>2 1/2</u>	Limber Strakes
1st Foothooks	" <u>8</u>	" <u>8</u> <u>7</u>	Bilge Planks	<u>4</u>	Bilge Planks
2nd Foothooks	" <u>7</u>	" <u>7</u> <u>6</u>	Bilge to Wales	<u>2 1/2</u>	Ceiling in Flat
Transoms	" <u>5 1/2</u>	" <u>8</u> <u>4 1/2</u>	Wales	<u>4</u>	Ditto Bilge to Clamp
Beams N <sup>o</sup> <u>14</u> Average Space <u>4 feet</u>	" <u>10</u>	" <u>9</u> <u>7</u>	Topsides	<u>2 1/2</u>	Hold Beam Clamps
Beams N <sup>o</sup> <u>2</u> Average Space	" <u>9</u>	" <u>7</u> <u>7</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto
	" <u>11</u>	" <u>12</u>	Plank Sheers	<u>2 1/2</u>	Ceiling 'twixt Decks
	" <u>13</u>	" <u>26</u> <u>13</u>	Water-Ways	<u>6</u>	Hold Beam Shelves
			Upper Deck	<u>2 1/2</u>	Deck Beam Ditto

<b>Copper or Iron.</b>		<b>Size of Bolts in Fastenings, distinguishing whether</b>		<b>Iron.</b>	
Keel and Dead Wood abaft	Inches. <u>1</u>	Copper or Iron.	Inches. <u>3/4</u>	Hold Beam	Inches. <u>3/4</u>
of Keel	<u>3/4</u>	Bolts thro' the Bilge and Limber Strakes	<u>3/4</u>	Deck Beam	<u>3/4</u>
Limber Bolts	<u>1</u>	Butt End Bolts	<u>5/16</u>		
ditto	<u>1</u>	Lower Pintle of the Rudder	<u>3</u>		
Stems and throats of Hooks	<u>1</u>				
of Hooks	<u>7/8</u>				

**Keel.**—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 Sitka Timber. other Foothooks and Top Timbers of Sitka.

Shifts of the first and second Foothooks are not less than 3 1/2 inches. 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 American White Oak. Scarphs of the Kelsons are not less than 6 feet 0 inches. Deck and Hold Beams are composed of English Oak above the Keel.

**Planking 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 Sitka. Wales and Black-strakes are of Sitka. The Topsides of English Oak. Sheer-strakes and Plank-sheers of Sitka. The Water-ways of Red Pine. Decks of Red Pine. State of Good.

The Shifts of the Planking are not less than 5 Feet 0 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 American White Oak the Bilge Planks of American White Oak. The Ceiling, Lower Hold, of American White & English Oak Between Decks of American White & English Oak. Shelf Pieces of English Oak. Clamps of English Oak.

**Fastenings.**—To Hold Beams Double headed each end. Deck Beams Loose & Locking. Number of Breasthooks 4 Pointers 0 Crutches 0. Butts End Bolts are of Muntz in the Bottom, and One Bolt in each Butt End through and clenched. Bilge and Limber Strakes Muntz 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 Mottley & 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 <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .
/	Fore Sails,	150	Chain .....	15	2
/	Fore Top Sails,	60	Hempen Stream Cable .....	7	1
/	Fore <del>Topmast</del> Stay Sails,	70	Hawser .....	5	1
/	Main Sails,	70	Towlines .....	4	
/	<del>Main</del> 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 Capstan Palmer Wood and Rudder good Pumps good Iron \_\_\_\_\_

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

*The vessel is well built her timber and planking are mostly extra sizes and thickness, 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 13<sup>th</sup> March 1849

Character assigned 10 A 1 *[Signature]*



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