

No. 415 Survey held at Bridgewater Date Dec 7/6/50 Jan 4 1850  
on the Schooner Fame Master Chas Jones  
Tonnage 71 Built at Bridgewater When built 1813  
By whom built \_\_\_\_\_ Owners Chas Hunt  
Port belonging to Bridgewater Destined Voyage Coasting Trade  
If Surveyed Afloat or in Dry Dock on the Hard

Length aloft ..... 56 3 Feet. Inches. Extreme Breadth ..... 10 0 Feet. Inches. Depth of Hold ..... 2 5 Feet. Inches.

**Scantlings of Timber.**

Room and Space	Inches.	Inches.	Inches.
Floors.....sided	<u>8</u>	Moulded	<u>8</u> <u>7</u>
1 <sup>st</sup> Foothooks.....	<u>7</u>	"	<u>7</u> <u>6</u>
2 <sup>nd</sup> Ditto.....	<u>6</u>	"	<u>6</u> <u>6</u>
3 <sup>rd</sup> Ditto.....	<u>5</u>	"	<u>5</u> <u>6</u>
Top Timbers.....	<u>7</u>	"	<u>7</u> <u>6</u>
Deck Beams N <sup>o</sup> <u>11</u> Average Space } <u>4 feet</u>	<u>7</u>	"	<u>7</u> <u>6</u>
Hold Beams N <sup>o</sup> _____ Average Space }	"	"	"
Keel.....	<u>10</u>	"	<u>12</u>
Kelsons.....	<u>11</u>	"	<u>20</u> <u>11</u>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge .....	<u>2</u> <u>1</u>	Limber Strakes .....	<u>2</u> <u>1</u>
Bilge Planks .....	<u>3</u> <u>1</u>	Bilge Planks .....	<u>3</u> <u>1</u>
Bilge ' Wales .....	<u>2</u>	Ceiling in Flat .....	<u>2</u>
Wales .....	<u>4</u>	Ditto Bilge to Clamp .....	<u>2</u>
Topsides .....	<u>2</u>	Hold Beam Clamps .....	
Sheer Strakes .....	<u>3</u>	Deck Beam Ditto.....	<u>3</u>
Plank Sheers.....	<u>2</u> <u>1</u>	Ceiling 'twixt Decks .....	<u>2</u>
Water-Ways.....	<u>4</u>	Hold Beam Shelves .....	
Upper Deck .....	<u>2</u> <u>1</u>	Deck Beam Ditto.....	

**Copper or Iron.**

Heel-Knee, and Dead Wood abaft .....  
Scarp of Keel.....N<sup>o</sup>.  
Floor Timber Bolts .....

**Size of Bolts in Fastenings, distinguishing whether**

**Copper or Iron.**

Bolts thro' the Bilge and Limber Strakes....  
Butt End Bolts .....

**Iron.**

Hold Beam .....  
Deck Beam .....

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 1 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Eng<sup>l</sup> Oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of Eng Oak and are free from all defects.

The Floors and first Foothooks are composed of Eng Timber.

The other Foothooks and Top Timbers of Eng

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

The rest of the Shifts of the Frame are \_\_\_\_\_

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

The alternate Frames are \_\_\_\_\_ bolted together.

N. B. If not, state how bolted.

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

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of Eng<sup>l</sup> Oak and the False Kelson of Am<sup>er</sup> Elm

The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of Eng<sup>l</sup> Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Eng<sup>l</sup> Elm

From the first Foothook Heads to the Light Water Mark of Port<sup>er</sup> Elm

From the Light Water Mark to the Wales of Eng<sup>l</sup> Oak

The Wales and Black-strakes are of Eng The Topsides of Port<sup>er</sup> Elm

The Sheer-strakes and Plank-sheers of Eng The Water-ways of Eng<sup>l</sup> Oak

The Decks of Port<sup>er</sup> Elm State of Eng<sup>l</sup> Oak

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 2 3 between

**Planking Inside.**—The Limber-strakes are composed of Eng<sup>l</sup> Oak the Bilge Planks of Eng<sup>l</sup> Oak

The Ceiling, Lower Hold, of Am<sup>er</sup> Elm Between Decks of Port<sup>er</sup> Elm

Shelf Pieces of \_\_\_\_\_ Clamps of Eng<sup>l</sup> Oak

**Fastenings.**—To Hold Beams

Deck Beams Eng<sup>l</sup> Oak & Port<sup>er</sup> Elm (Original)

Number of Breasthooks 3 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

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

Bilge and Limber Strakes Iron bolted through and clenched. Treenails of Eng<sup>l</sup> Oak

General Quality of Workmanship Good

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

Builder's Signature \_\_\_\_\_

Surveyor's Signature \_\_\_\_\_

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 .....	2 1/2	2	Bower,
/	Fore Top Sails,	70	Hempen Stream Cable .....	6	1	Stream,
/	Fore <del>Topmast</del> Stay Sails,	70	Hawser .....	4 1/2	2	Kedge,
/	Main Sails,		Towlines .....			
/	Main Top Sails,	70	Warp .....	3		
and <u>all other masting</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 Windlas is good Capstan and Rudder good Pumps good

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

Repairs Reported to be done in 1840 which so far as I can ascertain appears to be correct  
Kelson new, 35' Timber. All new knight heads & Haunch timbers. 2 Breast Hooks. All new Casing All new Decks, 2 Deck Beams, and many Shirts of outside planks. Funnel & Caulked all over A bottom taken out and also some Funnel as provided in Rule 51—

Be pleased to forward a Certificate to Mr Charles Hunt Bridgewater

If Sheathed, Doubled, Felted, or Coppered

When last done

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

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

Special .....£ : :

Certificate (if required) .....£ : 5 :

Committee's Minute

Character assigned



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