

No. 415 Survey held at Budgewater Date June 4th 1852
 on the Schooner Fame Master Chat Jones
 Tonnage 71 Built at Budgewater When built 1813
 By whom built _____ Owners Chat Hunt
 Port belonging to Budgewater Destined Voyage Coasting Trade
 If Surveyed Afloat or in Dry Dock on the Hard

Length aloft 56 5 Feet. Inches. Extreme Breadth 10 0 Feet. Inches. Depth of Hold 8 5 Feet. Inches.

Scantlings of Timber.			Thickness of Plank.			
Room and Space	Inches.	Inches. Middle Ends	Outside.	Inches.	Inside.	Inches.
Floors.....sided	<u>8</u> <u>2</u>	Moulded <u>8</u> <u>2</u>	Keel to Bilge	<u>2</u> <u>2</u>	Limber Strakes	<u>2</u> <u>2</u>
1 st Foothooks.....	<u>7</u> <u>2</u>	" <u>7</u> <u>2</u>	Bilge Planks	<u>3</u> <u>2</u>	Bilge Planks	<u>3</u> <u>2</u>
2 nd Ditto.....	<u>6</u>	" <u>6</u> <u>2</u>	Bilge + Wales	<u>2</u>	Ceiling in Flat	<u>2</u>
3 rd Ditto.....	<u>5</u> <u>2</u>	" <u>6</u>	Wales	<u>4</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers.....	<u>5</u> <u>2</u>	" <u>6</u>	Topsides	<u>2</u>	Hold Beam Clamps
Deck Beams N ^o <u>11</u> Average Space } <u>4</u> feet	<u>7</u> <u>2</u>	" <u>7</u> <u>0</u>	Sheer Strakes	<u>3</u>	Deck Beam Ditto	<u>3</u>
Hold Beams N ^o _____ Average Space }	"	"	Plank Sheers	<u>2</u> <u>2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel.....	<u>10</u>	" <u>12</u>	Water-Ways	<u>4</u>	Hold Beam Shelves
Kelsons.....	<u>11</u>	" <u>20</u> <u>11</u>	Upper Deck	<u>2</u> <u>2</u>	Deck Beam Ditto

Copper or Iron.		Size of Bolts in Fastenings, distinguishing whether		Iron.	
	Inches.		Inches.		Inches.
Heel-Knee, and Dead Wood abaft	Bolts thro' the Bilge and Limber Strakes	Hold Beam
Scarphs of Keel.....N ^o	Butt End Bolts	Deck Beam
Floor Timber Bolts	Lower Pintle of the Rudder	<u>2</u> <u>2</u>		
Kelson ditto				
Transoms and throats of Hooks				
Arms of Hooks				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 32 Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of Eng^d 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^d oak and the False Kelson of Am^r Elm

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

The Deck and Hold Beams are composed of Eng^d oak

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Eng^d Elm

From the first Foothook Heads to the Light Water Mark of Port^{er} Elm

From the Light Water Mark to the Wales of Eng^d oak

The Wales and Black-strakes are of Eng The Topsides of Port^{er} Elm

The Sheer-strakes and Plank-sheers of Eng The Water-ways of Eng^d oak

The Decks of Port^{er} Elm 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 23 between

Planking Inside.—The Limber-strakes are composed of Eng^d oak the Bilge Planks of Eng^d oak

The Ceiling, Lower Hold, of Am^r Elm Between Decks of Port^{er} Elm & Eng^d oak

Shelf Pieces of _____ Clamps of Eng^d oak

Fastenings.—To Hold Beams _____

Deck Beams Eng^d oak & Port^{er} Elm & 4 Iron Nuts (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^d 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 John W. Lloyd

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	2 1/2	2	Bower,
/	Fore Top Sails,	70	6	1	Stream,
/	Fore Top mast Stay Sails,	70	4 1/2	2	Kedge,
/	Main Sails,				
/	Main Top Sails,	70	3		
and <i>all other masting</i>		All of <u>good</u> quality.			

Her Standing and Running Rigging is just 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
 Keelson new, 35 Timbers, All new knight heads & Hauser timbers, 2 Breast Hooks, All new Ceiling 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 7th June 1840

Character assigned A. 1

John Robinson



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