

No. 523 Survey held at Topsam Date June 5<sup>th</sup> 1854  
 on the Schooner Come On Master Fred<sup>r</sup> Bantlett  
 Tonnage 148 1/2 Built at Topsam When built 1854  
 By whom built H & R Holman Owners Builders  
 Port belonging to Exeter Destined Voyage Liverpool (For Sale)  
 If Surveyed Afloat or in Dry Dock in Builders yard

Length aloft	Feet. 106	Inches.	Extreme Breadth	Feet. 20	Inches. 3	Depth of Hold	Feet. 11	Inches. 1
<b>Scantlings of Timber.</b>			<b>Thickness of Plank.</b>					
Room and Space	Inches. 21		<b>Outside.</b>			<b>Inside.</b>		
Floors	sided 10	Moulded 10	Keel to Bilge	Inches. 2 1/2		Limber Strakes	Inches. 3	
1 <sup>st</sup> Foothooks	" 8	" 8	Bilge Planks	3 1/4		Bilge Planks	3 1/2	
2 <sup>nd</sup> Ditto	" 7 1/4	" 7 1/4	Bilge to Wales	2 1/2		Ceiling in Flat	20 1/2	
3 <sup>rd</sup> Ditto	" 6 1/2	" 5 1/2	Wales	4		Ditto Bilge to Clamp	20 1/2	
Top Timbers	" 6 1/2	" 5 1/2	Topsides	3		Hold Beam Clamps		
Deck Beams N <sup>o</sup> 20	Average Space 4 feet	" 8	Sheer Strakes	3		Deck Beam Ditto	3 1/2	
Hold Beams N <sup>o</sup>	Average Space	" 8	Plank Sheers	2 1/2		Ceiling 'twixt Decks	2	
Keel	" 11	" 15 1/4	Water-Ways	5		Hold Beam Shelves		
Kelsons	" 14 3/4	" 15 1/2	Upper Deck	2 1/4		Deck Beam Ditto		

<b>Copper or Iron.</b>			<b>Size of Bolts in Fastenings, distinguishing whether</b>			<b>Iron. Quantity</b>		
Heel-Knee, and Dead Wood abaft	Inches. 1		<b>Copper or Iron.</b>			<b>Iron. Quantity</b>		
Scarphs of Keel	N <sup>o</sup> . 2	3/4	Bolts thro' the Bilge and Limber Strakes	3/4		Hold Beam		
Floor Timber Bolts			Butt End Bolts	5/8		Deck Beam	1-1/2	3/4
Kelson ditto			Lower Pintle of the Rudder	3				
Transoms and throats of Hooks								
Arms of Hooks								

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 4 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.

The Floors and first Foothooks are composed of Ditto Timber.

The other Foothooks and Top Timbers of Ditto

The Shifts of the first and second Foothooks are not less than 3 ft 6 in N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are quite sufficient

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

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

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

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

The Main Kelson is composed of green heart & English Oak and the False Kelson of —

The Scarphs of the Kelsons are not less than 8 feet — inches.

The Deck and Hold Beams are composed of English Oak

**Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of English Plank, not exceeding 1 1/2 in & 1/2 of 10 ft

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

From the Light Water Mark to the Wales of Ditto

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

The Sheer-strakes and Plank-sheers of Ditto The Water-ways of Ditto

The Decks of Gal 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 three strakes between

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

The Ceiling, Lower Hold, of Ditto Between Decks of Ditto

Shelf Pieces of — Clamps of green heart & Ditto

**Fastenings.**—To Hold Beams

Deck Beams Drying & Locking Knives, also 6 Pair Iron Diagonal Knives, taking in Bolt in fore & aft heads, also 2 Pair Staple Knives taking fore Cabin, & after fore & aft beams

Number of Breasthooks 4 Iron Pointers four in lower hold Crutches one

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

Bilge and Limber Strakes quantity bolted through and clenched. Treenails 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 H & R Holman Surveyor's Signature H & R Holman

C. F. SEYFANG, PRINTER, FARRINGTON STREET, LONDON.

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> .		
2	Fore Sails,	180	Chain .....	1 1/2	2	Bower,	10-1-0 & 10-0-0
2	Fore Top Sails,	70	" <i>Stream</i> .....	3/4	1	Stream,	5-0-0
2	Fore Topmast Stay Sails,	70	Hempen Stream Cable .....	1	2	Kedge,	2-2-0 - 1-1-0
1	Main Sails, <i>&amp; fastenings</i>	70	Hawser .....	5 1/2			
1	<i>main</i> Main Top Sails, <i>&amp; fastenings</i>	70	Towlines .....	4 1/2			
	and all other rigging		Warp .....	3 1/2			
			All of <u>Good</u> quality.				

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

She has One Long Boat and One Jolly Boat  
The present state of the Windlass is Good Patent Good Capstan Good and Rudder Good Pumps Good

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

When this vessel was laid down and framed it was intended to have planked her with 10 years material. But <sup>the</sup> whole has been completed with 12 years. Her Frame, Keelson & fastenings exceeds the requirements for a 12 & 1 grade. She is yet in later fastenings between keel & Paintstrake, the whole of Her Bayonet knees are fastened through the sides with 1 1/2" gal. metal. Her Butts, Belges & Limbstrakes are well and efficiently secured. Her Cant timbers both aft and forward are fastened with gal metal and she is built entire with all materials required for a 12 years ship. There is much extra work in fastenings &c. & consistent with the views of the Committee I ~~should~~ <sup>have</sup> would recommend her to be classed 11 & 1 instead of 12 & 1 as she would justly have deserved had a special survey been held on her as required by Rules. This vessel is also Rock Satter aloft.

If Sheathed, Doubled, Felted, or Coppered Gal metal under keel and back of Stern Post only When last done now

I am of opinion this Vessel should be Classed 11 & 1

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

Special .....£ : :

Certificate (if required) .....£ : 2 : 6

Committee's Minute 9th June 1854

Character assigned A 1 per 10. OK



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