

123 Survey held at Wesford Date 10th Decr 1843  
 Schooner, Princess Master Butler  
 Tonnage 67 tons Built at Wesford When built in the year of 1841  
 by whom built Mr. Huntston Owners Richard Deane & Co  
 Port belonging to Wesford Destined Voyage Glasgow  
 If Surveyed Afloat or in Dry Dock on patent Slip

Length aloft ..... 60 Feet. Inches. Extreme Breadth ..... 15 Feet. Inches. Depth of Hold ..... 8 Feet. Inches.

**Scantlings of Timber.**

	Inches.	Moulded	Middle	Ends
Timber and Space..... each	<u>9 1/2</u>		<u>11</u>	<u>11</u>
Floors..... sided	<u>9</u>		<u>10</u>	<u>10</u>
1 <sup>st</sup> Foothooks..... "	<u>8</u>		<u>8</u>	<u>8</u>
2 <sup>nd</sup> Ditto..... "	<u>7</u>		<u>7</u>	<u>7</u>
3 <sup>rd</sup> Ditto..... "	<u>7</u>		<u>7</u>	<u>7</u>
Top Timbers..... "	<u>6</u>		<u>6 1/2</u>	<u>5</u>
Deck Beams N <sup>o</sup> <u>10</u> Average Space <u>3 1/2 feet</u>	<u>7</u>		<u>9</u>	<u>9</u>
Hold Beams N <sup>o</sup> <u>—</u> Average Space <u>—</u>	<u>—</u>		<u>—</u>	<u>—</u>
Keel..... "	<u>11</u>		<u>12</u>	<u>12</u>
Kelsons..... "	<u>13</u>		<u>13 1/2</u>	<u>14</u>

**Thickness of Plank.**

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	<u>2 1/2</u>	Foot Waling.....	<u>3</u>
Bilge Planks.....	<u>4</u>	Bilge Planks.....	<u>4</u>
Bilge to Wales.....	<u>2 1/2</u>	Ceiling in Flat.....	<u>2 1/2</u>
Wales.....	<u>4</u>	Ditto Bilge to Clamp.....	<u>2 1/2</u>
Topsides.....	<u>2 1/2</u>	Hold Beam Clamps.....	<u>—</u>
Sheer Strakes.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>4</u>
Plank Sheers.....	<u>3</u>	Ceiling 'twixt Decks.....	<u>2 1/2</u>
Water-Ways.....	<u>5</u>	Hold Beam Shelves.....	<u>—</u>
Upper Deck.....	<u>2 1/2</u>	Deck Beam Ditto.....	<u>4</u>

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

Copper or Iron.	Inches.	Copper or Iron.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....	<u>1 1/8</u>	Bolts thro' the Bilge and Foot Waling.....	<u>3/4</u>	Hold Beam.....	<u>—</u>
Scarp of Keel..... N <sup>o</sup> <u>1</u>	<u>5/8</u>	Butt End Bolts.....	<u>3/4</u>	Deck Beam.....	<u>3/4</u>
Floor Timber Bolts.....	<u>1</u>	Lower Pintle of the Rudder.....	<u>2 1/4</u>		
Kelson ditto.....	<u>1</u>				
Transoms and throats of Hooks.....	<u>1 1/8</u>				
Arms of Hooks.....	<u>3/8</u>				

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 5 Inches. The Stem, Stern Post, are composed of English oak the Transoms, Aprons,

Knight Heads, Hawse Timbers, of English oak and are quite free from all defects.

The Floors and first Foothooks are composed of floor of Elm, foot Hooks English oak Timber.

The other Foothooks and Top Timbers of English oak

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

The rest of the Shifts of the Frame are 3 feet

The Frame is well squared from the first Foothook Heads upwards, and — 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 quite close together; their thickness not less than 1/2 of the entire moulding at that place.

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

The Main Kelson is composed of White pine and the False Kelson of —

The Scarphs of the Kelsons are not less than — feet — inches. in one piece new

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 Elm

From the first Foothook Heads to the Light Water Mark of Elm

From the Light Water Mark to the Wales of Red pine

The Wales and Black-strakes are of Red pine

The Topsides of Red pine

The Sheer-strakes and Plank-sheers of English oak

The Water-ways of Red pine

The Decks of Red pine

State of very good

The Shifts of the Planking are not less than 6 Feet 6 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 — between

**Planking Inside.**—The Limber-strakes are composed of American oak the Bilge Planks of American oak

The Ceiling, Lower Hold, of Elm

Between Decks of Red pine

Shelf Pieces of Red pine

Clamps of Red pine

**Fastenings.**—To Hold Beams —

Deck Beams From good oak pieces to each beam well bolted & secured in every part

Number of Breasthooks Three

Pointers —

Crutches two

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

Bilge and Footwaling well bolted through and clenched.

General Quality of Workmanship pretty good

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

Builder's Signature —

Surveyor's Signature M. Deane



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,	155	Chain .....	7/8	2	Bower,
1	Fore Top Sails,	70	Hempen Stream Cable .....	8	1	Stream, <i>All of proper weight &amp; good</i>
1	Fore Topmast Stay Sails,	—	Hawser .....	—	1	Kedge,
1	Main Sails,	—	Towlines .....	—		
1	Main Top Sails,	120	Warp .....	3		
and <i>all found in the Sails</i>			All of <u>good</u> quality.			

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

She has One good Long Boat and

The present state of the Windlass is good Capstan new and Rudder good

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

*This vessel, is just after getting away good repairs on patent ship, General Shift of plank above light water mark, all newly treenailed, all sheer bolts all examined & General replaced with new, new water ways, great part of decks made new, great many plank in sailing replaced with new, new Pelson in one piece, well bolted & secured, with a bolt through every floor, General new bolts through the bulk plank & secured, decks & deck frame examined, transoms aprons & night heads & all found in a perfect good state, this vessel is fit to take a cargo of any & perishable goods to any part of Europe,*

*has never been abroad, always in coasting trade,*

If Sheathed, Doubled, Felted, or Coppered

When last done

I am of opinion this Vessel should be Classed

*I think 1<sup>st</sup> 7 years from 1841*

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

*M. Devereux*

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute

*4<sup>th</sup> Jan 1848*

Character assigned

*AD*



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