

123 Survey held at Wesford Date 10th Decemb 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 Deveney Esq
 Port belonging to Wesford Destined Voyage Glasgow
 If Surveyed Afloat or in Dry Dock on patent of Slip

Length aloft	60	Feet. Inches.	Extreme Breadth	15	Feet. Inches.	Depth of Hold	8	Feet. Inches.	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	9 1/2	Moulded	11	11	Outside.	Inches.	Inside.	
Floors	sided	9		10	10	Keel to Bilge	2 1/2	Foot Waling	3
1st Foothooks	"	8	"	8	8	Bilge Planks	4	Bilge Planks	4
2nd Ditto	"	7	"	7	7	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3rd Ditto	"	7	"	7	7	Wales	4	Ditto Bilge to Clamp	2 1/2
Top Timbers	"	6	"	6 1/2	5	Topsides	2 1/2	Hold Beam Clamps	
Deck Beams N° 10	Average Space } <u>3 1/2 feet</u>	7	"	9	9	Sheer Strakes	2 1/2	Deck Beam Ditto	4
Hold Beams N° -	Average Space }	7	"	9	9	Plank Sheers	3	Ceiling 'twixt Decks	2 1/2
Keel	"	11	"	12	12	Water-Ways	5	Hold Beam Shelves	
Kelsons	"	13	"	13 1/2	14	Upper Deck	2 1/2	Deck Beam Ditto	4
Size of Bolts in Fastenings, distinguishing whether			Copper or Iron.			Iron.			
Heel-Knee, and Dead Wood abaft		1 1/8				Bolts thro' the Bilge and Foot Waling	3/4	Hold Beam	
Scarphs of Keel	N° 1	5/8				Butt End Bolts	3/4	Deck Beam	3/4
Floor Timber Bolts		1				Lower Pintle of the Rudder	2 1/4		
Kelson ditto		1							
Transoms and throats of Hooks		1 1/8							
Arms of Hooks		7/8							

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 boards 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 Pitch 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 Four 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. Deveney



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 .
2	Fore Sails,	155	Chain	7/8	2
1	Fore Top Sails,	70	Hempen Stream Cable	8	1
1	Fore Topmast Stay Sails,	—	Hawser	—	1
1	Main Sails,	—	Towlines	—	—
1	Main Top Sails,	120	Warp	3	—
and <u>belly forms in the Sails</u>		All of <u>good</u> quality.			

Stream, All of proper weight & good
Kedge, —

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, several sheets of plank above light water mark, all newly treenail, all sheer bolts all examined & several replaced with new, new water ways, great part of decks made new, great many plank in sailing replaced with new, new Nelson in one piece, well bolted & secured, with a bolt through every floor, several new bolts through the bulwark planks & 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 N^o 7 years from 1841

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

Special£ : :

Certificate (if required)£ : :

Committee's Minute 4th Jan'y 1848

Character assigned —



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