

No. 151 Survey held at Wesford Date 31/8/49 184 9
on the Schooner Hope Master Robert
Tonnage 74 tons Built at St Martin N.B. When built In the year of 1835
By whom built John Thomas (Deceased) Owners John Thomas (Deceased)
Port belonging to Wesford Destined Voyage Y-laster
If Surveyed Afloat or in Dry Dock On Patent Ship Classed R. S. 46-4 Ins

Length aloft 105 Feet. 11 Inches. Extreme Breadth 16 Feet. 11 Inches. Depth of Hold 9 Feet. 9 Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	16	Moulded	12 10	Keel to Bilge	2 1/2	Limber Strakes	3
1 st Foothooks.....	10	"	11 10	Bilge Planks	6	Bilge Planks	4
2 nd Ditto.....	9	"	10 9	Bilge to Wales	2 1/2	Ceiling in Flat	2 1/2
3 rd Ditto.....	"	"	"	Wales	3 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers	11	"	5 1/2 5	Topsides	2	Hold Beam Clamps	"
Deck Beams N ^o 10 Average Space } <u>3 1/2 feet</u>	10	"	9 8	Sheer Strakes	5	Deck Beam Ditto	2 1/4
Hold Beams N ^o - Average Space }	4	"	12 12	Plank Sheers	3	Ceiling 'twixt Decks	2 1/4
Keel	11	"	12 12	Water-Ways	6 1/2	Hold Beam Shelves	"
Kelsons	12	"	14 14	Upper Deck	2 1/2	Deck Beam Ditto	3

Size of Bolts in Fastenings, distinguishing whether		Iron.	
Iron - Copper or Iron.		Iron.	
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Limber Strakes	3/4
Scarphs of Keel.....N ^o 1	1 1/2	Butt End Bolts	3/4
Floor Timber Bolts	1	Lower Pintle of the Rudder	2 1/2
Kelson ditto	1		
Transoms and throats of Hooks	1		
Arms of Hooks	1 1/2		

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is two Inches. The Space between the Top-timbers is 2 1/2 Inches. The Stem, Stern Post, are composed of American Oak & Birch the Transoms, Aprons, Knight Heads, Hawse Timbers, of Spruce and are quite free from all defects. The Floors and first Foothooks are composed of black birch & spruce Timber. The other Foothooks and Top Timbers of spruce & Red pine. The Shifts of the first and second Foothooks are not less than three feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 1/2 feet. The Frame is well squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is quite sound. The alternate Frames are partially bolted together. partially all through the ship N. B. If not, state how bolted. The Butts of the Timbers are nearly close together; their thickness not less than half 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 Red pine and the False Kelson of American Oak. The Scarphs of the Kelsons are not less than — feet — inches. In one length. The Deck and Hold Beams are composed of Spruce. **Planking Outside.**—From the Keel to the first Foothook Heads the Plank is composed of Birch. From the first Foothook Heads to the Light Water Mark of Spruce. From the Light Water Mark to the Wales of Spruce. The Wales and Black-strakes are of Spruce & Red pine. The Topsides of Spruce & Red pine. The Sheer-strakes and Plank-sheers of Spruce. The Water-ways of Red pine. The Decks of Spruce. State of Perfectly Good. The Shifts of the Planking are not less than 4 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 — between the Bilge Planks of M-Oak.

Planking Inside.—The Limber-strakes are composed of Elm. Between Decks of Red pine. The Ceiling, Lower Hold, of Elm. Clamps of Spruce. Shelf Pieces of Spruce.

Fastenings.—To Hold Beams —. Deck Beams Four good spruce pieces to each beam well bolted, with six iron hanging pieces at each end from the beam to flooring head,. Number of Breasthooks 4 well bolted. Pointers 2-M Oak. Crutches —. Butts End Bolts are of 3/4 Iron in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Limber Strakes 3/4 Iron bolted through and clenched. Treenails of Blackhead & Red pine. General Quality of Workmanship —.

We certify that the preceding is a correct description of the above-named Vessel,
Builder's Signature — Surveyor's Signature A. 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 ^o .		Fathoms.	Inches.	N ^o .	
2	Fore Sails,	130	4 1/8	2	Bower, <i>all of good condition</i>
1	Fore Top Sails,	75	5	1	Stream,
-	Fore Topmast Stay Sails,	-	-	1	Kedge,
1	Main Sails,	80	4		
1	Main Top Sails,	-	-		
	and <i>some spare sails</i>				
					All of <u>Good</u> quality.

Her Standing and Running Rigging Complete sufficient in size and very good in quality.

She has one good boat Long Boat and and well found in stores

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

General Remarks—Statement and Date of Repairs.

" 71/2. 46 "

This vessel has been placed on patrol ships, and has been used & examined by me in every part, all her frame perfectly sound, deck & deck frame quite sound & good condition, transoms aprons & night heads, stem & stern post in good condition, having had repairs as follows a new stern frame & stern, all her bolts & struts, examined and replaced with new where ever required, new stern post of American oak. - Caulked all over from keel to Comings, This vessel received very extensive repairs about three years since, and was specially surveyed by, Augustus P. B. George principal shipwright surveyor, about three years ago, I consider her fit to take a cargo of dry & perishable goods to any part of Europe,

If sheathed, doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed A' 2 years Subject to annual inspection

The Amount of the Fee.....£ 10 : 0 : 0 is received by me, Responsible Surveyor
Should be 10/- debited to
Special£ : :
Certificate (if required)£ : : a certificate required

Committee's Minute 31st Aug 1847

Character assigned Good



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