

No. 23 on the Prig Venus "Venus" Date April 30<sup>th</sup> 1863  
Survey held at Wexford Master Adams  
Tonnage Old New 925 Built at Wexford When built 1863 Launched  
By whom built M. R. Sparrow Owners John W. Sparrow  
Port belonging to Whitstable Destined Voyage Stamally  
Surveyed while Building, Afloat, or in Dry Dock Clapped "g" 1863

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.			Thickness of Plank.					
Room and Space			Inches.	Inches.	Inches.	Outside.	Inches.	Inside.
Floors	sided		Moulded			Keel to Bilge		Limber Strakes
1 <sup>st</sup> Foothooks			"			Bilge Planks		Bilge Planks
2 <sup>nd</sup> Ditto			"			Bilge to Wales		Ceiling in Flat
3 <sup>rd</sup> Ditto			"			Wales		Ditto Bilge to Clamp
Top Timbers			"			Short Hoods		Hold Beam Clamps
Deck Beams N <sup>o</sup>	Average	Space	"			Topsides		Deck Beam Ditto
Hold Beams N <sup>o</sup>	Average	Space	"			Sheer Strakes		Ceiling 'twixt Decks
Keel			"			Plank Sheers		Hold Beam Shelves
Keelsons			"			Water-Ways		Deck Beam Ditto
Scarphs of Ditto			"			Upper Deck		

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

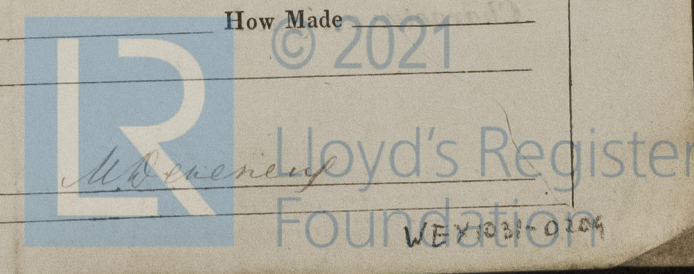
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, consist of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ free from all defects. The Floors consist of \_\_\_\_\_ The First Foothooks of \_\_\_\_\_ Timber. The Second Foothooks of \_\_\_\_\_ The Third Foothooks of \_\_\_\_\_ The Top Timbers of \_\_\_\_\_ 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 \_\_\_\_\_ N. B. If not, state how bolted. The alternate Frames are \_\_\_\_\_ bolted together to the Gunwale. 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 Keelson is \_\_\_\_\_ and free from all defects. The False Keelson is \_\_\_\_\_ The Deck Beams consist of \_\_\_\_\_ The Hold Beams of \_\_\_\_\_ The Knees of \_\_\_\_\_

**Planking Outside.**—From the Keel to the Height defined in Note to Table 2, the Plank is \_\_\_\_\_ From the above named Height to the Light Water Mark \_\_\_\_\_ The Topsides \_\_\_\_\_ From the Light Water Mark to the Wales \_\_\_\_\_ The Water-ways \_\_\_\_\_ The Wales and Black-strakes are \_\_\_\_\_ and Plank-sheers \_\_\_\_\_ State of \_\_\_\_\_ The Sheer-strakes \_\_\_\_\_ The Decks \_\_\_\_\_ The Shifts of the Planking are not less than \_\_\_\_\_ 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 \_\_\_\_\_

**Planking Inside.**—The Limber-strakes are \_\_\_\_\_ Between Decks \_\_\_\_\_ The Ceiling, Lower Hold, \_\_\_\_\_ Clamps \_\_\_\_\_ Shelf Pieces \_\_\_\_\_

**Fastenings.**—To Hold Beams \_\_\_\_\_ Deck Beams \_\_\_\_\_ Number of Breasthooks \_\_\_\_\_ Pointers \_\_\_\_\_ Crutches \_\_\_\_\_ Butts End Bolts are of \_\_\_\_\_ in the Bottom, and \_\_\_\_\_ Bolt in each Butt End through and clenched. Bilge and Limber Strakes \_\_\_\_\_ bolted through and clenched. Treenails of \_\_\_\_\_ How Made \_\_\_\_\_ General Quality of Workmanship \_\_\_\_\_

We certify that the preceding is a correct description of the above-named Vessel,  
Builder's Signature \_\_\_\_\_ Surveyor's Signature \_\_\_\_\_





Her Masts, Yards, &c. are in new condition, and sufficient in size and length.

She has SAILS.			CABLES, &c.		Admiralty Test		ANCHORS, and their weights.		
N <sup>o</sup> .					Fathoms.	Inches.	N <sup>o</sup> .	Weight.	
2	Fore Sails,		Chain .....		180	1 1/4	Bower, .....	2	10-2-4
1	Fore Top Sails,		Hempen Stream Cable .....		80	8			10-2-2
1	Fore Topmast Stay Sails,		Hawser .....		40	6	Stream, .....	1	5-8-11
2	Main Sails,		Towlines .....		40	4			
2	Main Top Sails,		Warp .....		40	3	Kedge, .....	1	2-8-5
and <u>all found in place</u>			All of <u>good</u> - quality.						

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

She has one good Long Boat and one stern boat new

The present state of the Windlass is Patent Capstan touch - Rudder new Pumps new iron two

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

This Vessel has been fitted & completed with stores of the best description, & her Chains & anchors proved by Admiralty Test, at Chester - - -

Masts yards & spars complete & very good, no expense spared in giving her every thing required.

If Sheathed, Doubled, Felted, or Coppered - - - When last done - - -

I am of opinion this Vessel should be Classed A<sup>1</sup> 9 years

The Amount of the Fee.....£ - : - : is received by me, X

Special .....£ : :

Certificate (if required) .....£ : :

Committee's Minute 5<sup>th</sup> May 1853

Character assigned A<sup>1</sup> for 9 years



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