

Rec 1/5/63 \*365  
1863

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

Length aloft ..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

Room and Space	Scantlings of Timber.			Thickness of Plank.	
	Inches.	Inches. Middle	Inches. Ends	Outside.	Inside.
Floors.....sided				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 Inches.	Iron Inches.		Copper Inches.	Iron 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 .....		

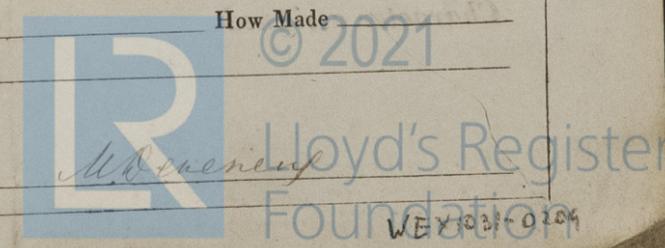
**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is \_\_\_\_\_ Inches. The Space between the Top-timbers is \_\_\_\_\_ Inches. The Stem, Stern Post, consist of \_\_\_\_\_ the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of \_\_\_\_\_ and are \_\_\_\_\_ 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 \_\_\_\_\_ The alternate Frames are \_\_\_\_\_ bolted together to the Gunwale. N. B. If not, state how bolted. 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 \_\_\_\_\_ From the Light Water Mark to the Wales \_\_\_\_\_ The Wales and Black-strakes are \_\_\_\_\_ The Topsides \_\_\_\_\_ The Sheer-strakes \_\_\_\_\_ and Plank-sheers \_\_\_\_\_ The Water-ways \_\_\_\_\_ The Decks \_\_\_\_\_ State of \_\_\_\_\_ 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 \_\_\_\_\_

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

**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 *Report of Stones.* 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	Stream, .....	1 5-8-11
1	Fore Topmast Stay Sails,	Hawser .....	40 6	Kedge, .....	1 2-3-5
2	Main Sails,	Towlines .....	40 4		
2	Main Top Sails,	Warp .....	40 3		
and were found in space		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 stones of the best description, & her chains & anchors procured 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, M. Deere

Special .....£ : :

Certificate (if required) .....£ : :

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

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

