

No. 464 Survey held at Portmadoc Date 1 July to 12 October 1853
on the Smack Jane Brown Master Robert Roberts
Tonnage Old Built at Cardigan When built 1834 Launched
By whom built 27 Owners Jones & Co
Port belonging to now Portmadoc Destined Voyage Southampton
If Surveyed while Building, Afloat, or in Dry Dock on blocks

Length aloft 30 7 Feet. Inches. Extreme Breadth 13 0 Feet. Inches. Depth of Hold 7 6 Feet. Inches.

Scantlings of Timber.				Thickness of Plank.			
Room and Space	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Floors.....sided	6	Moulded	8 6	Keel to Bilge	2	Limber Strakes	2
1 st Foothooks.....	5 1/2	"	6 5	Bilge Planks	4	Bilge Planks	2 1/2
2 nd Ditto.....	5	"	5 4	Bilge to Wales	1 3/4	Ceiling in Flat	2
3 rd Ditto.....	4 1/2	"	4 1/2 3/4	Wales	2 1/2	Ditto Bilge to Clamp	1 3/4
Top Timbers	4 1/2	"	3 1/2 3 1/2	Short Hoods	2	Hold Beam Clamps	0
Deck Beams N ^o 12 Average Space 3 feet 6 in	6	"	7 5	Topsides	1 3/4	Deck Beam Ditto	2
Hold Beams N ^o Average Space	"	"	"	Sheer Strakes	2	Ceiling 'twixt Decks	1 3/4
Keel <u>sub in one length</u>	7	"	10	Plank Sheers	2	Hold Beam Shelves	-
Keelsons <u>in one length</u>	7 1/2	"	10	Water-Ways	3	Deck Beam Ditto	-
Scarp of Ditto	"	"	"	Upper Deck	2		

Size of Bolts in Fastenings, distinguishing whether Copper or Iron.

	Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.		Copper Inches.	Iron Inches.
Heel-Knee, and Deadwood abaft		7/8	Transoms and throats of Hooks ..		3/4	Lower Pintle of the Rudder		2
Scarp of Keel.....N°.			Arms of Hooks		3/4	Hold Beam		2
Floor Timber Bolts		5/8	Bolts thro' Bilge & Limber Strakes		5/8	Deck Beam		3/4
Kelson ditto		3/4	Butt End Bolts		5/8			

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1/2 Inches. The Space between the Top-timbers is 3 1/2 Inches. The Stem, Stern Post, consist of Eng Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, and Deadwood, of Eng Oak and are all free from all defects. The Floors consist of Eng Oak The First Foothooks of Eng Oak Timber. The Second Foothooks of Eng Oak The Third Foothooks of Eng Oak The Top Timbers of Eng Oak The Shifts of the first and second Foothooks are not less than are good N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are good The Frame is war squared from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is good

The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.

The Butts of the Timbers are quite close together; their thickness not less than 1/8 of the entire moulding at that place.

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

The Main Keelson is Larch and free from all defects.

The False Keelson is American Elm

The Deck Beams consist of Eng Oak The Hold Beams of had none The Knees of Eng Oak

Planking Outside.—From the Keel to the Height defined in Note to Table 2, the Plank is Eng Oak & Yellow Pine

From the above named Height to the Light Water Mark Larch & Yellow Pine

From the Light Water Mark to the Wales Larch & Yellow Pine

The Wales and Black-strakes are Eng Oak, Larch & Red Pine The Topsides Red Pine

The Sheer-strakes Eng Oak and Plank-sheers Eng Oak The Water-ways Larch & Yellow Pine

The Decks Amer. Yellow Pine State of new

The Shifts of the Planking are not less than 3 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. good The Planking is wrought 22 more between

Planking Inside.—The Limber-strakes are Eng Oak the Bilge Planks Eng Oak & Am. Elm

The Ceiling, Lower Hold, Larch, Pine & Eng Oak Between Decks Larch & Pine

Shelf Pieces Clamps Eng Oak

Fastenings.—To Hold Beams

Deck Beams Double Wood knees Eng Oak

Number of Breasthooks 3 Eng Oak Pointers Crutches

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of Eng Oak & Red Pine How Made chipped

General Quality of Workmanship good

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

Builder's Signature Surveyor's Signature William Jones

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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .				Fathoms.	Inches.	N ^o .	Weight.
1	Fore Sails, <i>new</i>	Chain	120	3 1/2	5/8	Bower,	2 <i>sufficient weight</i>
	Fore Top Sails,	Hempen Stream Cable					
	Fore Topmast Stay Sails,	Hawser	90	3 1/2		Stream,	1 <i>ditto</i>
1	Main Sails, <i>new</i>	Towlines					
	Main Top Sails,	Warp	70	3		Kedge,	1 <i>ditto</i>
and a new state of sails		All of <i>good</i> quality.					

Her Standing and Running Rigging *new and* sufficient in size and *good* in quality.

She has *1 good* Long Boat and _____

The present state of the Windlass is *good* Capstan _____ Rudder *new* Pumps *1 Iron Pump*

General Remarks—Statement and Date of Repairs.

This vessel was formerly belongs to Holyhead, and was Bought by the named owners, she was rising on blocks & all the ceiling stripped off on both sides from Deck to Keelson, all the bolts driven out of the upper Deck fastenings & nearly all the trenails driven out, the Deck also stripped off. The following parts have been renewed, new keel *Iron Elm*, new Keelson Larch & *Am Elm*, 13 new floors 14th foothooks & several 2nd & 3rd foothooks with top timbers & through the stanchions all Eng Oak, 5 new lodging knees to Deck Beams in Starboard side & 6 in Portside of Eng Oak, all the ceiling new including Bilges & Limber Strakes of Larch. Pine & Eng Oak, new Clamps Eng Oak, the Starboard side is near all new Planked from Bilge upwards with Larch & new Red Pine Topsides on both sides, new sheer Strakes & Plank sheers all round of Eng Oak, 8 new Planks above the Bilge on Portside & near all new wales of Larch & Eng Oak & several Planks in the Bottom outside is new, all new Deck & Waterways of Yellow Pine, new Counter, Red Pine, also new Deck Beams fastenings & new through Bilges. Butts & Limber Strakes both and near all new trenails Caulked from keel to Hatchways, new Bosprit. Topmast & Main Gaff, and new complete state of sails & Standing Rigging also new Hawser,

If Sheathed, Doubled, Felted, or Coppered _____

When last done _____

I am of opinion this Vessel should be Classed *A.1 in Black*

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

Special£ 1 : 0 :

Certificate (if required)£ : 5 :

Committee's Minute *25th Oct* 1853

Character assigned *A.1*



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