

No. 225 Survey held at Bristol Date May 1837  
on the Schooner "Cyprey" Master W. Fisher  
Tonnage 148 Built at Pill When built 1834  
By whom built Morgan Owners Captain & Co.  
Port belonging to Bristol Destined Voyage Sydney

If Surveyed Afloat or in Dry Dock In dry dock

See Liverpool Survey No 383 Classed "10 A"

Length aloft..... 78 8 Extreme Breadth ..... 20 10 Depth of Hold ..... 13 -

Scantlings of Timber.

Thickness of Plank.

Scantlings of Timber.				Thickness of Plank.			
	Inches.	Inches.	Inches.	Outside.	Inches.	Inside.	Inches.
Timber and Space.....	22			Keel to Bilge	2 1/2	Foot Waling.....	3
Floors.....	10	Moulded	10 1/2	Bilge Planks.....	5	Bilge Planks.....	4
1st Foothooks.....	"	"	"	Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2
2nd Ditto.....	"	"	"	Wales.....	4	Ditto Bilge to Clamp.....	2
3rd Ditto.....	"	"	"	Topsides.....	2 1/2	Hold Beam Clamps.....	"
Top Timbers.....	6 1/2	"	6 4 1/2	Sheer Strakes.....	3	Deck Beam Ditto.....	2 1/2
Deck Beams.....	9	"	8 8	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2
4 Hold Beams.....	9	"	9 9	Water-ways.....	4 1/2	Hold Beam Shelves.....	"
Keel.....	"	"	"	Upper Deck.....	2 1/2	Deck Beam ditto.....	4 1/2
Kelsons.....	12	"	13				

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft.....		Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Scarphs of Keel.....	Nº.	Butt End Bolts.....		Deck Beam.....	
Floor Timber Bolts.....		Lower Pintle of the Rudder.....			
Kelson ditto.....					
Transoms and throats of Hooks.....					
Arms of Hooks.....				same in Iron above the Copper.....	

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 16 3/4 Inches. The Space between the Top-timbers is 24 1/2 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English Oak and are free from all defects.

Her Floors and first Foothooks are composed of English Oak Timber.

Her other Foothooks and Top Timbers of seen in the air shake are English Oak

Her Shifts of the first and second Foothooks are not less than 7 N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are 7

The Frame is 7 squared from the first Foothook Heads upwards, and 7 free from sap, and from thence downwards, the frame is 7

The alternate Frames are 7 bolted together.

The Butts of the Timbers are 7 close together; their thickness not less than 7 of the entire moulding at that place.

The Frame is 7 chocked with 7 Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of (none)

The Scarphs of the Kelsons are not less than 7 feet 7 inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of English Elm

From the first Foothook Heads to the Light Water Mark of English Oak

From the Light Water Mark to the Wales of English Oak

The Wales and Black-strakes are of English Oak where spotted

The Topsides of English Oak

The Sheer-strakes of English Oak

The Gunwales of English Oak Water-ways of African Oak

The Shifts of the Planking are not less than 4 1/2 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought 2 1/2 between English Oak and African Oak

Planking Inside.—The Clamps are composed of English Oak the Stringers of African Oak

The Bilge Planks of English Oak and the remainder of the Ceiling of English Oak

Fastenings.—To Hold Beams Iron horizontal knees

Deck Beams Don't Bolt to a Shelf with an Iron hanging knee to each Beam

Number of Breasthooks Bulkheads up Pointers I could not inspect Crutches 7

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

Bilge and Footwaling are not bolted through and clenched.

General Quality of Workmanship 7

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

Builder's Name

Surveyor's Name



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

She has SAILS.

CABLES, &c.

## ANCHORS.

No.		Fathoms.		Inches.	No.	
<i>A complete</i>	Fore Sails,	<i>95 &amp; 70</i>	Chain	<i>23 ft of 1 1/4 570 f.</i>	<i>2</i>	Bower,
<i>Sails on</i>	Fore Top Sails,	<i>100</i>	Hempen Stream Cable	<i>7</i>	<i>1</i>	Stream,
<i>good ready</i>	Fore Topmast Stay Sails,		Hawser		<i>2</i>	Kedge,
<i>under way</i>	Main Sails,		Towlines			All of proper weight.
<i>space main</i>	Main Top Sails,	<i>80</i>	Warp	<i>5</i>		
<i>said fore</i>			All of	<i>100 lb</i>		quality.
<i>said 1/2</i>	and					

Her Standing and Running Rigging is in good order sufficient in size and good in quality.

She has Two Boats a Long Boat and Saul

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder in efficient order

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

The Owner of this Vessel being much dissatisfied with the Character assigned to her from the Liverpool report in 1834 upon the plea that as she was surveyed afloat it was impossible the Surveyors could obtain all the information requisite, - he has now requested me (the vessel being in Dock Shipped) to inspect her, and to report to the Committee any additional particulars which were before hid from observation in the hope that they will at least raise her to 11 years

I have accordingly examined her very minutely and beg to offer the  
different dimensions on the other side (and the following remarks on her  
construction generally). - Her frame as far as I can inspect it,  
in the air strake I appears to be of very good quality, and of ample  
dimensions - but the sharpness of the same; the method of chocking the  
timbers; and the absence of grain cut footboards (all very material information  
I apprehend for classification) I cannot of course offer an opinion upon; as  
all these are hid from observation. She appears however from  
all I can see of her, to be a substantial good vessel; well secured;  
and the only objection to her having the 11 years privilege that I  
can discover is; the shifting of some of her outside planks (especially on  
the bottom which is not in accordance with the regulation) - The want  
of Builge & foot waiting Bots through the clench - The heels of some  
her planks for thwart being too short to take the gunboard strake  
The sharpness of the Sheel not long enough - and a part of the  
waterway the Starboard side rather shaky which appears to  
have admitted water through - but which has now been caulked -  
Her bottom has been well caulked also - all the treenails tied; the  
bottom reappened up papers

If Sheathed, Doubled, or Felted,

and Date when last done Aug 1837

And \_\_\_\_\_ of opinion this Vessel should be Classed

The Amount of the Fee.....£ 7 : 10 : 0 is received by me,

Edward Owen

Committee Minute 13 June 1837

Character assigned A 1 in 10 per.

C. G. Em & Co W 3 Aug 2

Raised to A 1<sup>st</sup> 11 years