

No. 27 Survey held at Cardiff Date 30 May 1835
on the Schooner Jasper Master Jasper Williams
Tonnage 110 Built at Cardiff When built 1835
By whom built Thomas Jenkins Owners Captain & Co
Port belonging to St. Joes Destined Voyage Cardiff & Naples
If Surveyed Afloat or in Dry Dock Whilst Building when finished

Length aloft..... Feet. 50 3 Inches. Extreme Breadth Feet. 19 1 1/2 Inches. Depth of Hold Feet. 11 6 Inches.

Scantlings of Timber.

	Inches	Inches Middle	Inches Ends
Timber and Space..... each	2 1/2		
Floors..... sided	10	Moulded	12 9/16
1st Foothooks..... "	9	"	10 4/8
2nd Ditto..... "	8	"	8 1/2
3rd Ditto..... "	7 1/2	"	8 1/6
Top Timbers..... "	16 1/2	"	15 4/16
Deck Beams..... "	8 1/2	"	8 1/2
Hold Beams..... "	9	"	9
Keel..... "	10	"	12
Kelson..... "	13	"	15

Thickness of Plank.

Outside.	Inches	Inside.	Inches
Keel to Bilge	3	Foot Waling.....	2 1/2
Bilge Planks	4 1/2	Bilge Planks	3
Bilge to Wales	2 1/2	Ceiling in Flat	2
Wales	4	Ditto Bilge to Clamp	2
Topsides	2	Hold Beam Clamps	3
Sheer Strakes	3	Deck Beam Ditto.....	3
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks	2
Water-ways	4	Hold Beam Shelves	4
Upper Deck	2 1/2	Deck Beam ditto	4

Size of Bolts in Fastenings.

Copper.	Inches	all Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft	1 1/2	Bolts thro' the Bilge and Foot Waling.....	3/4	Hold Beam.....	7/8
Scarp of Keel..... N°.	7/8	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts.....	1	Lower Pintle of the Rudder	2 1/4		
Kelson ditto.....	1			same in Iron above the Copper	2 1/4
Transoms and throats of Hooks	7/8				
Arms of Hooks	3/4				

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

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

Her other Foothooks and Top Timbers of British Oak.

Her Shifts of the first and second Foothooks are not less than Three feet 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame, are five feet

The Frame is all squared from the first Foothook Heads upwards, and quite free from sap, and from thence downwards, the frame is well squared pure sap sound British Oak

The alternate Frames are all bolted together.

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

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

The Main Kelson is composed of British Oak and the False Kelson of

The Scarphs of the Kelsons are not less than Six feet Six inches. Scarfed forward & aft.

The Deck and Hold Beams are composed of British Oak

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

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

From the Light Water Mark to the Wales of British Oak

The Wales and Black-strakes are of British Oak

The Topsides of British Oak

The Sheer-strakes of British Oak

The Gunwales of British Oak Water-ways of The Same

The Shifts of the Planking are not less than required N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

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

The Bilge Planks of British Oak and the remainder of the Ceiling of The Same

Fastenings.—To Hold Beams Iron Lodging Nails

Deck Beams Wood Lodging Nails & Scarfed in each other to the Through.

Number of Breasthooks Three Pointers One Catches One

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

Bilge and Footwaling Copper bolted through and clenched.

General Quality of Workmanship of the very best description

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

Builder's Name Thomas Jenkins

Surveyor's Name Maynard Kirkeby

Her Masts, Yards, &c. are all new the best quality condition, and sufficient in size and length.

She has SAILS.

CABLES, &c.

ANCHORS.

N ^o .		Fathoms.		Inches.	N ^o .	
1	Fore Sails,	150	Chain	1 1/2	2	Bower,
1	Fore Top Sails,	80	Hempen Stream Cable.....	5 1/2	1	Stream,
1	Fore T opmast Stay Sails,	80	Hawser	5	2	Kedge,
1	Main Sails,	80	Towlines <u>Warp</u>	3 1/2		All of proper weight. <u>New</u>
1	Main Top Sails,	80	Warp	3		<u>Manufactured by Acraman</u>
	and <u>Smaller Sails</u>		All of <u>the best</u> quality. <u>New</u>			

Her Standing and Running Rigging is all new sufficient in size and first in quality.

She has one new Long Boat and one new jolly boat.

The present state of the Windlass is secure Capstan Winch and Rudder Good & properly fixed
Patent Pulley & Windlass / Riding block

General Remarks—Statement and Date of Repairs.

This vessel is well built the whole British oak
Timber-plank, Timber well squared plank properly
Edged & worked close to the Timbers, the whole properly
Secured with Bolts & Screws, deck and hold-boards
of which there is a sufficient quantity all British oak
well squared & properly fastened, water ways red
wood & blue of oak.
Hull & outfit of one description (viz)
of the best quality, and fit to load a dry
Cargo Foreign or Coastwise.

Copper fastened except the
beam wood floor timbers and
helson bolts as stated

If Sheathed, Doubled, or Felted,

and Date when last done

And I am of opinion this Vessel should be Classed A1 12 Years.

The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

Committee Minute 16 June 1835

Character assigned A1 for 10 years



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Foundation