

No. 41 Port of Falmouth Date 30 September 1834 41
 Survey of the Schooner Sprightly Master J. W. Newton MA
 Tonnage 88 Owners J. W. Newton & Co Port belonging to London
 By whom built James Bayley Where built Ipswich When built 1817
 Destined Voyage Lisbon
Surveyed afloat

Dimensions.				Thickness of Plank.			
Feet.		Inches.		Feet.		Inches.	
Length of Keel.....		Depth of Hold		Outside.		Inside.	
Rake of Stem		Lower Hold		Bilge to Wales		Ceiling below Hold Beams ...	
D° of Stern Post.....		Between Decks		Short Hoods		Clamps and Bilge Planks.....	
Extreme Breadth				Bilge Planks		Upper Deck Planks and }	
				Bilge to Keel		Spirketting	
				Wales		'Twixt Deck Ceiling.....	
				Topsides			
				Plank Shears.....			

Scantling of Timber.			
	Inches.	Sided Inches.	Sort of Wood.
Timber and Space, each			
Floors in the middle			
— at the ends			
1 st Foothooks			
2 nd Foothooks			
3 rd Foothooks			
Frame			
Top Timbers			
Deck Beams middle			
— at the ends			
— Knees to d°			
Keel, N°. Lengths			
Main Kelson			
Scarpes at Kelson			

Decks.	
Thickness.....	Inches.
	Water Ways

Bolts.	
	Inches.
Keel Knee and Dead Wood }	
abaft	
Scarp of the Keel	
Kelson Bolts	
Bolts thro' the Bilge and Foot }	
Waling	
Butt Bolts.....	
Hold Beam Bolts.....	
Hooks forward at throat	
Hooks forward at arms.....	
Transoms	
Lower Pintle of the Rudder ..	

We certify that the preceding is a correct description of the above-named Vessel. Witness hand , this day of

Builder's Name _____

Surveyor's Name _____

Masts, Yards, &c.			Sails.	
	Sort Wood.	Length, &c.	N°.	N°.
Bowsprit	<u>American</u>		2	Fore Topmast Stay Sails.....
Foremast			2	Fore Sails.....
Topmast	<u>Norway</u>		1	Fore Topsails.....
Fore Yard	<u>do</u>		2	Main Sails
Main Mast	<u>Piga</u>	<u>in good condition</u>	—	Main Top Sails.....
Main Top Mast	<u>do</u>			And is generally well } <u>1 Square sail 1 Topgallant sail</u>
Main Yard				found in other sails. } <u>3 Jibs. 4 Stenby sails</u>
Mizen Mast				

Cables, Cordage, &c.			Anchors.		Boats.	
	Fathoms.	Inches.	N°.		Number and Description.	
Cables, Hemp			2	Bower	<u>one clincher</u>	
D° Iron.....	<u>2</u>	<u>165 3/4</u>	1	Stream		
Hawser.....		<u>65 5/2</u>	1	Kedge		
Towlines		<u>85 4 1/2</u>				
1 st Warp		<u>150 3</u>				
2 nd D°						
Standing and Running Rigging is all found to be sufficient in size, and good in quality. } <u>all in very good order</u>						

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

Owner's Name _____

Nautical Surveyor's Name Wm Broad

SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

Oak
} *good*

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

Oak except the flat of the bottom which is Elm
} *good*

Fastenings.

If Sheathed,
Doubled, or
Felted.

Copper - bolts through clenched
} *sheathed with copper in 1833 & eight iron*
hanging knees on each side

Repairs.

- Her damages repaired in 1830 - part new
topsides & other repairs in 1833.

General Observations
and Opinion as
required by the
Instructions.

The appearance of this vessel is good -
she has been taken great care of, is in high
order & in my opinion fit to carry safe
a dry perishable cargo to any place where
her size is suitable & should stand A. 1.

The Amount of the Fee, £ - : 10 : 6 is received by me.

Committee Minute 8 October 1834

Character assigned A. 1
Wm. C. Smith



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