

No. 291 Survey held at Gurnsey Date 28th April 1842 291
 on the Ship Smack Comet Master Peter Dorey
 Tonnage 33 Built at Gurnsey When built Launched 12th February 1842
 By whom built Robert Hornlake Owners Robert Hornlake & Co
 Port belonging to Gurnsey Destined Voyage Eastward
 If Surveyed Afloat or in Dry Dock While building

Length aloft	Feet. Inches. <u>43</u> <u>8</u> / <u>10</u>	Extreme Breadth	Feet. Inches. <u>13</u> <u>8</u> / <u>10</u>	Depth of Hold	Feet. Inches. <u>8</u> <u>3</u> / <u>10</u>			
Scantlings of Timber.		Thickness of Plank.						
Timber and Space.....	each	Inches. <u>16</u>	Inches. Middle <u>8</u>	Inches. Ends <u>6</u>	Outside.	Inches. <u>2</u>	Inside.	Inches. <u>2</u>
Floors.....	sided	<u>4</u>	Moulded	<u>8</u>	Keel to Bilge	<u>2</u>	Foot Waling	<u>2</u>
1 st Foothooks.....	"	<u>4 1/2</u>	"	<u>3 1/2</u>	Bilge Planks	<u>2 1/2</u>	Bilge Planks	<u>2 1/2</u>
2 nd Ditto.....	"	<u>6 1/2</u>	"	<u>6</u>	Bilge to Wales	<u>2</u>	Ceiling in Flat	<u>2</u>
3 rd Ditto.....	"	"	"	<u>5</u>	Wales	<u>3 1/2</u>	Ditto Bilge to Clamp	<u>2</u>
Top Timbers	"	<u>5 1/2</u>	"	<u>5 1/2</u>	Topsides	<u>2</u>	Hold Beam Clamps	—
Deck Beams N ^o . of <u>13</u>	"	<u>6</u>	"	<u>6 1/2</u>	Sheer Strakes	<u>2 1/4</u>	Deck Beam Ditto.....	<u>2 1/2</u>
Hold Beams N ^o . of	"	—	"	—	Plank Sheers.....	<u>2</u>	Ceiling 'twixt Decks	<u>2</u>
Keel	<u>in one piece</u>	"	"	<u>8 1/2</u>	Water-Ways	<u>3</u>	Hold Beam Shelves	—
Kelsons	"	<u>9</u>	"	<u>9 1/2</u>	Upper Deck	<u>2</u>	Deck Beam Ditto.....	<u>3 1/2</u> <u>by</u> <u>4</u>

Copper.		Size of Bolts in Fastenings.		Iron.	
Heel-Knee, and Dead Wood abaft	<u>7/8</u>	Bolts thro' the Bilge and Foot Waling	<u>—</u>	Hold Beam	<u>—</u>
Scarphs of Keel	N ^o .	Butt End Bolts	<u>Copper 3/4 inch</u>	Deck Beam	<u>3/4</u>
Floor Timber Bolts	<u>Iron 1/8</u>	Lower Pintle of the Rudder	<u>Iron 3/4</u>	same in Iron above the Copper	
Kelson ditto	<u>Iron 1/8</u>				
Transoms and throats of Hooks	<u>Iron 1/8</u>				
Arms of Hooks	<u>Copper 1/8</u>				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 3 Inches. The Space between the Top-timbers is 4 1/2 Inches. The Stem, Stern Post, are composed of French Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of French Oak and are — free from all defects. The Floors and first Foothooks are composed of — Timber. The other Foothooks and Top Timbers of — The Shifts of the first and second Foothooks are not less than 2 1/4 to 3 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 3 feet The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is well squared The ~~alternate~~ Frames are — bolted together. 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 — choiced with — Butt at each end of the chock. The butt of the timbers are full size The Main Kelson is composed of Dantzic Oak and the False Kelson of — The Scarphs of the Kelsons are not less than — feet — inches. Iron being one piece The Deck and Hold Beams are composed of Dantzic Oak Elm and Beech

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Dantzic Oak From the first Foothook Heads to the Light Water Mark of — From the Light Water Mark to the Wales of — The Wales and Black-strakes are of Dantzic Oak The Topsides of — The Sheer-strakes and Plank-sheers of — The Water-ways of — The Decks of Norman fir State of — The Shifts of the Planking are not less than 4 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. The Planking is wrought 3 a 4 between

Planking Inside.—The Limber-strakes are composed of Dantzic Oak the Bilge Planks of Dantzic Oak The Ceiling, Lower Hold, of Dantzic Oak Between Decks of — Shelf Pieces of — Clamps of —

Fastenings.—To Hold Beams — Deck Beams — Number of Breasthooks Three Pointers — Crutches — Butts End Bolts are of Copper 3/4 inch in the Bottom, and — Bolt in each Butt End through and clenched. Bilge and Footwaling — bolted through and clenched. General Quality of Workmanship Good

We certify that the preceding is a correct description of the above-named Vessel,
 Builder's Name Robert Hornlake
 Surveyor's Name Peter Dorey

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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		N ^o .	
1	Fore Sails,	50	Chain	2	Bower, { 3-1-21
-	Fore Top Sails,	50	Chain	-	Stream, { 2-2-6
-	Fore Topmost Stay Sails,	60	Hempen Stream Cable	-	Kedge,
-	Main Sails,	80	Hawser		
-	Main Top Sails,	120	Towlines		
and			Warp <u>7 line</u>		
			All of <u>7 line</u> quality.		

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

She has one ~~Long~~ Boat and one

The present state of the Windlass is good ~~Capestan~~ good and Rudder good

General Remarks—Statement and Date of Repairs.

This little vessel, the workmanship is well done but the timbering is not the first quality and not built or braced, is well equipped and well found—

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed As Seven years

The Amount of the Fee.....£ 1 : - : - is received by me,

Special£ : :

Committee's Minute 6th May 1842

Character assigned A 1 for 7 years

[Signature]

[Signature]
Surveyor of Shipping



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