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No. 267 Survey held at Wivenhoe Date Jan 4 1841
 on the Schooner Prospero Master Blyth
 Tonnage 112 Built at Wivenhoe When built 1841
 By whom built Harvey Owners Johnston & Co
 Port belonging to London Destined Voyage St. Michaels
 If Surveyed Afloat or in Dry Dock at the three usual periods required by the Instructions

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth of Hold	Feet.	Inches.
Scantlings of Timber.								
Timber and Space	each	Inches.	Inches.	Inches.	Thickness of Plank.			
Floors	sided	8	Moulded	8	Outside.		Inside.	
1 st Foothooks	"	4 1/2	"	6 1/2	Keel to Bilge	2 1/2	Foot Waling	2 1/2
2 nd Ditto	"	5 1/2	"	6	Bilge Planks	3	Bilge Planks	3
3 rd Ditto	"	"	"	4 1/4	Bilge to Wales	2 1/2	Ceiling in Flat	2
Top Timbers	"	"	"	"	Wales	4	Ditto Bilge to Clamp	"
Deck Beams	N ^o . of <u>20</u>	8	"	4 1/2	Topsides	2 1/4	Hold Beam Clamps	2 1/2
Hold Beams	N ^o . of <u>4</u>	"	"	"	Sheer Strakes	3	Deck Beam Ditto	"
Keel	"	9	"	10 B R	Plank Sheers	2 1/2	Ceiling 'twixt Decks	"
Kelsons	"	11	"	12	Water-Ways	3 1/2	Hold Beam Shelves	"
					Upper Deck	2 1/2	Deck Beam Ditto	4 1/2

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

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

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

The other Foothooks and Top Timbers of Go

The Shifts of the first and second Foothooks are not less than 3 1/2 feet 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 well squared from the first Foothook Heads upwards, and free from sap, and from thence downwards, the frame is square & good

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 1/3 of the entire moulding at that place.

The Frame is chocked with 2 Butt at each end of the chock.

The Main Kelson is composed of English Oak and the False Kelson of Go

The Scarphs of the Kelsons are not less than 8 feet inches.

The Deck and Hold Beams are composed of English Oak

Planking Outside.—From the Keel to the first Foothook-Heads the Plank 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 Go

The Wales and Black-strakes are of Go

The Topsides of Go

The Sheer-strakes and Plank-sheers of Go

The Water-ways of Go

The Decks of Danzig

State of

The Shifts of the Planking are not less than 5 Feet 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 three between

Planking Inside.—The Limber-strakes are composed of English Oak the Bilge Planks of Go

The Ceiling, Lower Hold, of Go

Between Decks of Go

Shelf Pieces of Go

Clamps of Go

Fastenings.—To Hold Beams

Deck Beams One Wood Leasing Knee & one Iron H^o 8 to each Beam end

Number of Breasthooks

three

Pointers

Crutches

One Wood abate

Butts End Bolts are of 5/8 & 1/2 in the Bottom, and 2 Bolt in each Butt End through and clenched.

Bilge and Footwaling are bolted through and clenched.

General Quality of Workmanship is of the best description

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

Builder's Name

Surveyor's Name

W. A. Mulley

CABLES, &c.

ANCHORS, and their weights.

and other necessary Salt

Hemp

One



She is well fastened at the main beams by one good Lading knee & one Run Hanging L^o to each beam end.

be Classed 12A excepting the shafts of Butts in the sheeting
in stake (third under the Hales), which has only $2\frac{1}{2}$ feet shaft

own helms

Shutting in Strake.

When last done

I am of opinion this Vessel should be Classed _____

Pl.

Special£ : :

Committee's Minute 25 July 1841

2nd March 1847
1 per 11 years

Le 25 Febr. 2. No Muller

Chas. Com. Co
8 July 1841

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