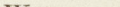




No. 898, Survey held at Ipswich Date 4 September 1857 to 1 January 1858  
on the Schooner, Active, Master George Johnson  
Tonnage Old " Built at Woodbridge When built 1839 Launched 1839  
By whom built W. Saylor Owners George Johnson  
Port belonging to Ipswich Destined Voyage Ipswich to Grimsby  
Surveyed while Building, Afloat, or in Dry Dock on Patent Slip (white lengthening)

Length aloft	Feet. 83	Inches. 7 1/2	Extreme Breadth Outside	Feet. 19	Inches. 7 1/2	Depth of Hold	Feet. 9	Inches. 5 1/2
Scantlings of Timber.			Thickness of Plank.					
TIMBER AND SPACE			Outside.			Inside.		
Floors	9	7 1/2	Garboard Strakes	2 1/2	2 1/4	Limber Strakes	3	2 3/4
1st Foothooks	8	6 1/2	Garboard to Bilge	2 1/2	"	Bilge Planks	3	"
2nd Ditto	7	6	Bilge Planks	4	"	Ceiling in Flat	2	1 1/2
3rd Ditto	6 1/2	5 3/4	Bilge to Wales	2 1/2	"	Ditto Bilge to Clamp	2	"
Top Timbers	"	"	Wales	3 3/4	3 1/2	Hold Beam Clamps	9 x 3 1/4	"
Deck { N° 21 Average Space } 3 feet 2 in	8 1/2	6 3/4	Topsides	3	2 1/2	Deck Beam Ditto	11 x 4	2 1/2
Deck Beams, length amidships 16' 10"	"	"	Sheer Strakes	3	"	Ceiling 'twixt Decks	2	1 3/4
Hold { N° Average Space } None	"	"	Plank Sheers	2 1/2	2 1/4	Hold Beam Shelves	"	"
Hold Beams, length amidships	"	"	Water-Upper Deck	8 x 6 1/2	"	Deck Beam Ditto	"	"
Keel	9	9	Ways Lower Deck	"	"			
Scarpsh of Ditto	5 feet	"	Upper Deck	2 1/2	2 1/2			
Keelsons	10	10						
Scarpsh of Ditto	5 feet	"						

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper Inches in Ship.	Iron Inches required per Rule		Copper Inches in Ship.	Iron Inches required per Rule		Inches	per Rule
Heel-Knee, and Deadwood abaft	1	1 1/8	Transoms and throats of Hooks ..	1/8	1 1/8	Bolts in		..
Scarpsh of Keel.....N°. <i>Seven</i>	3/4	1 1/8	Arms of Hooks .....	3/4	1 1/8			.....
Keelson Bolts through Keel at	1/8	1 1/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors }	5/8	5/8	Deck Beam Bolts in		Clamp
each Floor .....							Waterway ..	
Bolts through Heels of Timbers	5/8	-	Butt End Bolts .....	5/8	5/8	Nails or Bolts in Flat of Deck ..	Knees .....	3/4
against Deadwood .....							Shelf or Clamp	
			Pintles of the Rudder .....	2	2	Treenails .....	Inches 1 1/2 x 1 1/4	3/8

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/4 Inches. The Space between the Top-Timbers is 3 Inches.

The Floors consist of English Oak The First Foothooks of English Oak Timber.

The Second Foothooks of English Oak The Third Foothooks and Top Timbers of English Oak

The Shifts of the First and Second Foothooks are not less than 1/6 ft N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 1/6 ft of the Main Breadth

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

The alternate Frames are partly bolted together to the Gunwale. 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 cross chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak

The Main Keelson is English Oak and is well free from all defects. The Main piece of Windlass is English Oak

The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and

Hawse Timbers of English Oak Deadwood, of English Oak & Elm as per Rule and are well free from all defects.

The Deck and Hold Beams consist of English Oak The Breasthooks of Oak & Iron The Knees of English Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A, the Plank is English and American Elm or to the First Foothook Heads

From the above named Height to the Light Water Mark English Oak

From the Light Water Mark to the Wales English Oak

The Wales and Black-strakes are English Oak The Topsides English Oak

The Sheer-strakes and Plank-sheers English Oak The Water-ways { Upper Deck English Oak & Petit Pine Lower Deck (none)

The Decks Yellow Pine and Red Pine (original), State of part new, rest good,

The Shifts of the Planking are not less than five 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 two between, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak. 1 Floor-head Strake on each side Petit Pine

The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps Petit Pine English Oak at the ends

Fastenings.—To Hold Beams None, Stout Plank English Oak worked over heads of Second

Foothooks 9 inches by 3 1/4 inches

Deck Beams Waterways Stout Clamps. Wood lodging knees in all spaces. Four pairs iron

hanging knees and four pairs long hanging riden knees from Beam to Floor heads

Number of Breasthooks 2 Wood 2 Iron Pointers none Crutches 1 Wood

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

Bilge and Limber Strakes are bolted through and clenched. Treenails of English Oak How Made Moulded & Turned

Thickstuff over Double Floors None bolted through and clenched. General Quality of Workmanship Very Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Surveyor's Signature



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N <sup>o</sup> .				Fathoms.	Inches.	N <sup>o</sup> .	Weight.
1	Fore Sails,	Chain .....	75-	1		Bower, .....	2 6.2.0
2	Fore Top Sails,	Hempen Stream Cable .....	75-	7/8			6.0.0
2	Fore Topmast Stay Sails,	Hawser ... <u>Chain</u> .....	70-	5/8		Stream, .....	1 3.0.0
1	Main Sails,	Towlines ... <u>Hemp</u> .....	75-	4 1/2			
1	Main Top Sails,	Warp ... ..	75-	4		Kedge, .....	1 1.2.0
and a Complete Set		All of <u>Good</u> quality.	75-	3			

Her Standing and Running Rigging is Hemp sufficient in size and refitted & Good in quality.

She has One Long Boat and

The present state of the Windlass is Good Capstan Good Rudder Good Pumps two in Good

### General Remarks and Statement and Date of Repairs, if any.

DATES of Surveys held while building, as per Section 35. 1st. When the Frame is completed }  
2nd. When the Beams are put in, &c. } Special Survey 28 October 1857  
3rd. { When completed, and before the }  
plank be painted or payed }

This vessel has been lengthened sixteen feet in midships the old planing scraped Bright and planks shifted outside and inside in accordance with Rules. Section 60. When a Special Survey was held by Mr Martin and myself for reclassing with the new Character in Red.

In the lengthening part the new Frame is all English Oak of good quality and the keel and keelson are properly shifted and scarphed. Eleven new beech Beams fitted, English Oak. Six new wood lodging knees fitted on each side. New Sheen Shakes all round except fore hood on Starboard Bow. New Topsides and Covering Boards on both sides fore and aft. Topsides worked one inch thicker than old. Two midship lengths Plank Shifted in old Work on Starboard side and fore hood of Black Shate Shifted on each Bow replaced with English Oak. One Shate Shifted fore and aft on each side in way of Fish. Futtock heads replaced with English Oak. Second aft length of Plank Shifted on each side next Floor head Shakes replaced with American Elm. New Waterways fore and aft English Oak at fore ends. Remainder of Plank Pine. Deck properly and efficiently Shifted with Yellow Pine. One new Quarter Stern Timber and twenty new top Timbers fitted in old Work of English Oak. Fore and Main Watet Coamings new English Oak. New Rails, Bulwarks, and Stanchions fitted all round. Ceiling well and properly Shifted all the old Work retreenailed to light water line. The vessel has been caulked from keel to gunwale with the beech and Waterways all the suggestions of Mr Martin have been fully carried out and the vessel is eligible to be reclassed in Red 8 Years from 1858

Present condition of Caulking of Bottom, Good Deck, Good and Waterways new and good

If Sheathed, Doubled, Felted, or Coppered None When last done None

I am of opinion this Vessel should be Classed in Red 8 Years from 1858

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

Special .....£ 4 : 4 : 0

Certificate .....£ : 2 : 6

Committee's Minute 5 January 1858

Character assigned in Red

record lengthened  
S. S. 57



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