

Last Survey 20904 Port of London (Colchester) No. 938 Survey held at East Doreland Date 14 May to 18 September 1858 on the Schooner, Prospero, Master Abraham Sayre Tonnage Old 245 Tons Built at Rivenhoe When built 1841 Launched 1841 By whom built Thomas Harvey Owners Johnston & Co Port belonging to London Destined Voyage Colchester to Mediterranean If Surveyed while Building, Afloat, or in Dry Dock (on Patent Slips, 12 ft x 12 ft)

Length aloft	Feet. 103	Inches. 4 1/2	Extreme Breadth Outside						Feet. 23	Inches. 10	Depth of Hold		Feet. 11	Inches. 10	
Thickness of Plank.															
Scantlings of Timber.			Outside.						Inside.			Inside.			
			MOULDED.						INCHES.			INCHES.			
			SIDED.						In Ship. Required per Rule.			In Ship. Required per Rule.			
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Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.														
Copper or Iron														
Heel-Knee, and Deadwood abaft	1	1	Transoms and throats of Hooks	1	7/8	Hold Beam Bolts in	Waterway							
Scarp of Keel	1 1/2	3/4	Arms of Hooks	2 1/2 x 3/4	3/4	Yellow Metal	Knees	3/4	3/4					
Keelson Bolts through Keel at each Floor	1	7/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	1 1/2	7/8	Deck Beam Bolts in	Waterway							
Bolts through Heels of Timbers against Deadwood	7/8	"	Butt End Bolts	7/8	"	Iron	Knees	3/4	3/4					
			Pintles of the Rudder	2 1/2	2	Nails or Bolts in Flat of Deck	Shelf or Clamp							
						Treenails	Inches	1 1/4 x 1 1/2	1					

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/2 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 th N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are 1/6 th 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 — 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 rd of the entire moulding at that place. The Frame is cross choiced with a Butt at each end of the choick. The Main piece of Rudder is English Oak The Main Keelson is English Oak (new frame and aft) and well free from all defects. The Main piece of Windlass is English Oak (new) The Stem, and Stern Post, consist of English Oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English Oak Deadwood, of 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 Oak & Iron

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is English & American Elm 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 Waterways { Upper Deck Pitot Pine Lower Deck — The Decks Battis Pine State of New and Good 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, and without step-buttling.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak The Ceiling, Lower Hold, and between Decks English Oak Shelf Pieces and Clamps English Oak

Fastenings.—To Hold Beams Two Strakes Clamps, three bolted as per Rule, double bound with iron lodging knees and three pairs iron hanging knees

Deck Beams Waterway, Stout Clamps three bolted bound with wood lodging knees in all spaces and one pair iron hanging knees to each beam Number of Breasthooks 2 Wood 2 Iron Pointers 1 pair Transom knees, Crutches 1 Iron 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 Planed Thickstuff over Double Floors none bolted through and clenched. General Quality of Workmanship 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 ^o .				Fathoms.	Inches.	N ^o .	Weight.
1	Fore Sails,	Chain	180	1	Bower,	1	9.2.0
2	Fore Top Sails,	Hempen Stream Cable	75	8			7.0.0
2	Fore Topmast Stay Sails,	Hawser (Chain)	60	5/8	Stream,	1	7.0.0
1	Main Sails,	Towlines	70	6 1/2			4.0.0
1	Main Top Sails,	Warp	75	4	Kedge,	1	1.2.0
and a Complete Set		All of <u>Good</u> quality.					

Her Standing and Running Rigging is Wemp - sufficient in size and Good in quality.

She has One Long Boat and One Smaller

The present state of the Windlass is New Capstan Good Rudder Good Pumps Four (Metal), 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.	
	3rd. { When completed, and before the plank be painted or payed }	

On presents the Yellow Metal Sheathing stripped off and all the plank rubbed and scraped bright. The vessel was drawn Twenty-five feet in midships for lengthening. Sheer Strakes, Topsides, Waterways and Becks removed and one Strake of Plank taken out fore and aft on each Side under the Males in which state a Special Survey in accordance with Rules. Section 55 was held by Mr Martin and myself and the following Repairs entered into. New Main Nelson fitted fore and aft of English Oak. The whole of the new frame is English Oak. and in addition to the lengthened part are fitted Eight new Floor Timbers. Eight new First Futtocks. Six third futtocks. Fifty five new Top Timbers and about sixty new Floor and First Futtock head Chocks - all of English Oak, Five new Deck Beams, Eng Oak. Part new Apron and Knigh heads and Pawse Timbers (new) of English Oak - Pall Bitt. side Bitts and Windlass all new of English Oak. Sheer Strakes Topsides. Males and one Strake under Males new fore and aft all round of English Oak. and the remainder of the outside. Plank properly shifted. Fore Watet and other Coamings, all new, fitted with English Oak. Inside - Nearly all new Floorhead and Limber Strakes worked, and about Three Hundred feet Superficial new Ceiling wrought at the fore and after ends of the vessel Waterways. Decks. Stanchions. Rails and Bulwarks new fore and aft about Three Thousand new English Oak Greenails driven and most of the Bolt fastenings new - New Mizzen Mast Shipped and the vessel is rigged as a Three Masted Schooner. This vessel has been thoroughly caulked from keel to gunwale with oak & Waterways is now in good Condition and eligible to be tested 8 Years & 1 from - 1858

W. Saynor

Present condition of Caulking of Bottom, New Deck, New and Waterways New and Good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal over Paper When last done September 1858

I am of opinion this Vessel should be Classed 8 Years & 1 from 1858

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

Special£ 5 : 1 : 6

Certificate£ : 2 : 6

Committee's Minute 5th October 1858

Character assigned Restored



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