

No. 60 Survey held at St. Aubins Jersey Date November 10 35 and Feb 4 1836  
on the Smack "Dart" Master Mr. Blampied  
Tonnage 49 Built at Cape Breton When built 1826  
By whom built almost Rebuilt at Jersey Owners Philip Loring  
Port belonging to Jersey Destined Voyage Newport in Wales  
If Surveyed Afloat or in Dry Dock Dry

Length aloft.....53 Feet. 11 Inches. Extreme Breadth .....16 Feet. 2 1/2 Inches. Depth of Hold .....8 Feet. 5 1/2 Inches.

Scantlings of Timber.

	Inches.	Inches.	Inches.
Timber and Space..... each	16		
Floors..... sided	8 1/2	Moulded	8 1/2 6
1st Foothooks..... "	8	"	6 5
2nd Ditto..... "	7	"	5 4
3rd Ditto..... " <i>average</i>	7	"	5 4
Top Timbers..... "	6	"	4 3
Deck Beams..... "	7	"	7 4 1/2
Hold Beams..... "	none		
Keel..... "	8	"	12 ~
Kelsons..... "	9	"	9

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2	Foot Waling.....	2 1/2
Bilge Planks.....	2	Bilge Planks.....	2 1/2
Bilge to Wales.....	2	Ceiling in Flat.....	1 1/2
Wales.....	3	Ditto Bilge to Clamp.....	1 1/2
Topsides.....	1 3/4	Hold Beam Clamps.....	none
Sheer Strakes.....	2 1/4	Deck Beam Ditto.....	2 1/2
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	1 1/2
Water-ways..... <i>6 by 8 1/2</i>		Hold Beam Shelves.....	~
Upper Deck.....	2	Deck Beam ditto.....	~

Size of Bolts in Fastenings.

Copper.	Iron.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....	~	Bolts thro' the Bilge and Foot Waling.....	none
Scarphs of Keel..... <i>Nº.</i>	~	Butt End Bolts.....	4 spikes
Floor Timber Bolts.....	~	Lower Pintle of the Rudder.....	1 3/4
Kelson ditto.....	7/8		
Transoms and throats of Hooks.....	7/8		
Arms of Hooks.....	3/4		
			same in Iron above the Copper.....

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

Her Floors and first Foothooks are composed of Witch Hazel Timber.

Her other Foothooks and Top Timbers of Larch & Damazie Fir

Her Shifts of the first and second Foothooks are not less than 2 1/2 feet N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are regular

The Frame is ~ squared from the first Foothook Heads upwards, and ~ free from sap, and from thence downwards, the frame is tolerably square

The alternate Frames are ~ bolted together. *Every third frame is bolted below only*

The Butts of the Timbers are ~ close together; their thickness not less than 2 1/2 of the entire moulding at that place.

The Frame is ~ chocked with ~ Butt at each end of the chock. *Partially*

The Main Kelson is composed of Witch Hazel and the False Kelson of none

The Scarphs of the Kelsons are not less than ~ feet ~ inches. *in one length*

The Deck and Hold Beams are composed of Damazie Pine

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Witch Hazel

From the first Foothook Heads to the Light Water Mark of Witch Hazel & Pine

From the Light Water Mark to the Wales of Do Do

The Wales and Black-strakes are of 2 of Larch & 2 of Damazie Fir

The Topsides of Damazie Fir

The Sheer-strakes of Damazie Fir

The Gunwales of Oak & Damazie Fir Water-ways of Damazie Fir

The Shifts of the Planking are not less than 4 Feet 6 Inches. N.B. If reported less than the prescribed Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought between.

Planking Inside.—The Clamps are composed of Fir the Stringers of none

The Bilge Planks of Red Fir and the remainder of the Ceiling of Red & White Deal

Fastenings.—To Hold Beams no hold Beams

Deck Beams Larch Knees

Number of Breasthooks Three Pointers none Crutches none

Butts End Bolts are of none in the Bottom, and 2 spikes Bolt in each Butt End through and clenched.

Bilge and Footwaling are not bolted through and clenched.

General Quality of Workmanship very good

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

Re-Builder's Name

Surveyor's Name

Philip Loring

William Raywell



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

She has SAILS.			CABLES, &c.		ANCHORS.	
N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
1	Fore Sails,	70	Chain .....	3/4	2	Bower,
4	<sup>Lib</sup> Fore Top Sails,	60	Hempen Stream Cable.....	1 1/6	1	Stream,
1	Fore <del>Topmast</del> Stay Sails,		Hawser .....		1	Kedge,
1	Main Sails,	80	Towlines .....	3		All of proper weight.
1	Main Top Sails,		Warp .....			
	and 1 <sup>90 ft</sup> Square Sail		All of <u>good</u> quality.			

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

She has one Long Boat and

The present state of the Windlass is New <sup>with</sup>Capstan new and Rudder good

### General Remarks—Statement and Date of Repairs.

*This Vessel has just undergone the following repair*  
*Viz*  
*Topsides, Sheer Strakes, Plank Sheer's, Water Ways,*  
*Beams - Knees - Deck, Bailing Spars -*  
*Entirely new*

If Sheathed, Doubled, or Felted, Single bottom

and Date when last done

And I am of opinion this Vessel should be Classed A 1 for 4 years

The Amount of the Fee.....£ 1 : 1 : 0 is received by me,

*William Russell*  
*Surveyor*

Committee Minute 24 April 1836

Character assigned A 1



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