

No. 60 Survey held at St. Aubins Jersey Date November 10 1835 and Feb 7 1836
 on the Smack "Dart" Master J. Blampied
 Tonnage 49 Built at Cape Breton When built 1826
 By whom built unknown Owners Philip Loring
 Port belonging to Jersey Destined Voyage Newport in Wales
 If Surveyed Afloat or in Dry Dock Dry

60
 [Signature]

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 Middle	Inches Ends
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>			
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.....	6 by 3 1/2	Hold Beam Shelves.....	~
Upper Deck.....	2	Deck Beam ditto.....	~

Size of Bolts in Fastenings.

Copper.	Iron.	Inches.	Copper.	Iron.	Inches.	
Heel-Knee, and Dead Wood abaft.....	~		Bolts thro' the Bilge and Foot Waling.....	none	Hold Beam.....	none
Scarphs of Keel.....	N ^o .		Butt End Bolts.....	4 spikes	Deck Beam.....	5/8
Floor Timber Bolts.....	~		Lower Pintle of the Rudder.....	1 3/4		
Kelson ditto.....	7/8				same in Iron above the Copper.....	
Transoms and throats of Hooks.....	7/8					
Arms of Hooks.....	3/4					

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 Species of Danzig 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 2/3 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 Danzig 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 Birch & 2 of Danzig Fir
 The Topsides of Danzig Fir
 The Sheer-strakes of Danzig Fir
 The Gunwales of Oak & Danzig Fir Water-ways of Danzig 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.

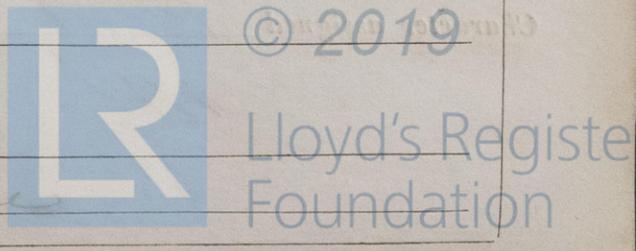
The Planking is wrought ~ between. The Clamps are composed of Fir the Stringers of none

Planking Inside.—The Clamps are composed of Fir and the remainder of the Ceiling of Red & White Deal

Fastenings.—To Hold Beams no hold Beams
 Deck Beams hatch knees
 Number of Breasthooks Three Pointers none Crutches none
 Butts End Bolts are of none in the Bottom, and 2 spikes 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.

Builder's Name Philip Loring
 Surveyor's Name William Raywell



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

She has SAILS.		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
1	Fore Sails,	70	Chain	3/4	2
	<i>like</i>	60		1/16	
4	Fore Top Sails,	66	Hempen Stream Cable.....	6	1
1	Fore Topmast Stay Sails,		Hawser		1
1	Main Sails,	80	Towlines	3	
1	Main Top Sails,		Warp		
	and 1 <i>Square Sail</i>		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 ^{with} Capstan new and Rudder good

General Remarks—Statement and Date of Repairs.

This Vessel has just undergone the following repair
Vig 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 26 April 1836

Character assigned A 1
[Signature]



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