

No. 103 Survey held at Jersey Date Feb 6 1838
 on the Brig Ind Master William Sopsan Fisher
 Tonnage 240 Built at Jersey When built April 1835
 By whom built George Dealand & Son Owners Wm Sopsan Fisher & Co
 Port belonging to Bristol Destined Voyage London
 If Surveyed Afloat or in Dry Dock on the Stocks

Length aloft..... 98 Feet. 11 Inches. Extreme Breadth 24 Feet. 1 Inches. Depth of Hold 16 Feet. 4 Inches.

Scantlings of Timber.

Thickness of Plank.

Timber and Space	each	Inches			Outside.		Inside.	
		Feet	Middle	Ends	Inches	Inches		
Floors.....	10	10	9 1/2	8	Keel to Bilge	2 3/4	Foot Waling	3
1st Foothooks.....	8	8	8	7	Bilge Planks	4	Bilge Planks	3 1/2
2nd Ditto.....	8	8	7	6 1/2	Bilge to Wales	3	Ceiling in Flat	3
3rd Ditto.....	8	8	6 1/2	6	Wales	4 1/2	Ditto Bilge to Clamp	2 1/2
Top Timbers.....	7 1/2	7 1/2	6	5	Topsides	2 1/2	Hold Beam Clamps	3 1/2
Deck Beams.....	8 1/2	8 1/2	8 1/4	6 1/2	Sheer Strakes	3 1/2	Deck Beam Ditto	3
Hold Beams.....	10	10	10 1/2	9	Plank Sheers	3 1/2	Ceiling 'twixt Decks	2 1/2
Keel.....	10 1/2	10 1/2	13 3/4	—	Water-ways	7	Hold Beam Shelves	5 by 13
Kelsons.....	13	13	14	—	Upper Deck	3	Deck Beam ditto	11 by 4

Size of Bolts in Fastenings.

Copper.	Inches	Copper.	Inches	Iron.	Inches
Heel-Knee, and Dead Wood abaft	1 1/8	Bolts thro' the Bilge and Foot Waling	5/8	Hold Beam	1
Scarphs of Keel..... N ^o . 3	1	Butt End Bolts	5/8	Deck Beam	1
Floor Timber Bolts	1	Lower Pintle of the Rudder	3		
Kelson ditto	1			same in Iron above the Copper	—
Transoms and throats of Hooks	1				
Arms of Hooks	7/8				

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

Her Floors and first Foothooks are composed of French & East Country Oak Timber.
 Her other Foothooks and Top Timbers of French & Jersey Oak Timber.
 Her Shifts of the first and second Foothooks are not less than 3 feet 4 inches 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 Shifts
 The Frame is pretty well squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is pretty square

The alternate Frames are — bolted together.
 The Butts of the Timbers are — close together; their thickness not less than half of the entire moulding at that place.
 The Frame is — chocked with a Butt at each end of the chock.
 The Main Kelson is composed of French & Bremen Oak and the False Kelson of none
 The Scarphs of the Kelsons are not less than 6 feet — inches. & bolted through every floor
 The Deck and Hold Beams are composed of French Oak

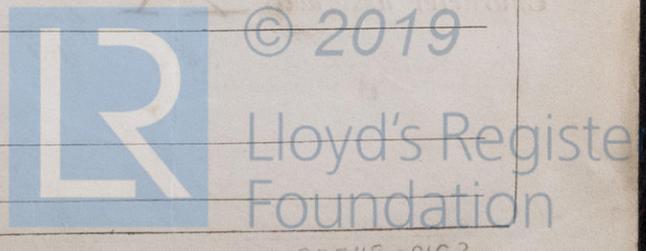
Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Beech
 From the first Foothook Heads to the Light Water Mark of Red Pine 10 Strakes
 From the Light Water Mark to the Wales of Red Pine, 4 Strakes under bene of Oak
 The Wales and Black-strakes are of French Oak
 The Topsides of French Oak
 The Sheer-strakes of French Oak Decks, and state of, Baltic Red Pine
 The Gunwales of French Oak Water-ways of French Oak & Baltic Red Pine
 The Shifts of the Planking are not less than 6 Feet — 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 3 Strakes between.

Planking Inside.—The Clamps are composed of French & Baltic Oak the Stringers of Oak
 The Bilge Planks of French & Baltic Oak and the remainder of the Ceiling of French & Baltic Oak

Fastenings.—To Hold Beams Double Iron lined & doweled into the shelf
 Deck Beams One H.F.B. to each end & doweled into the shelf
 Number of Breasthooks Four Pointers none Crutches none
 Butts End Bolts are of 3 in each Butt in the Bottom, and one Bolt in each Butt End through and clenched.
 Bilge and Footwaling id 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 _____
 Surveyor's Name Wm. J. ...



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 .	
2	Fore Sails,	100	Chain	1 1/4	3	Bower, ^{cut} 14.
1	Fore Top Sails,	90	Hempen Stream Cable.....	1 7/8	1	Stream, 11.
1	Fore Topmast Stay Sails,	100	Hawser	7	2	Kedge, -
1	Main Sails,	110	Towlines	5 1/2	All of proper weight.	
2	Main Top Sails,	90	Warp	4		
and <u>all new & sufficient</u>		All of <u>New</u> quality.				

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

She has one Long Boat and Jolly Boat & Gig

The present state of the Windlass is new Capstan new and Rudder new

Pumps of Iron -

General Remarks—Statement and Date of Repairs.

If Sheathed, Doubled, or Felted, Yellow Metal with Patent Feltg.
and Date when last done _____

And I am of opinion this Vessel should be Classed A.1.

The Amount of the Fee.....£ 3:3:0 is received by me, [Signature]

Committee Minute 13 Jan 1830

Character assigned A 1 for 5 years
[Signature]



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