

No. 526 Survey held at Jersey Date Various until 2 Aug 1850
 on the Schoonar "Asia" Master Helier Arthur
 Tonnage 97 & Built at Havre des pas Jersey When built Laid down 1st Jan^{ry} Launched 1st July 1850
 By whom built Fred Allix Owners M^r De Garis & Co
 Port belonging to Jersey Destined Voyage Malaga
 If Surveyed Afloat or in Dry Dock on the Stocks

Recd 6/8/50
 526

Length aloft	02 7	Extreme Breadth	10 10	Depth of Hold	10 9
Scantlings of Timber.			Thickness of Plank.		
Timber and Space	each 20	Inches Middle	Inches Ends	Outside.	Inside.
Floors	sided 8 1/4	Moulded 9 7/4		Keel to Bilge	Foot Waling 3
1 st Foothooks	7/4	" 7/4 6		Bilge Planks	Bilge Planks 2 of Oak 3
2 nd Ditto	6 3/4	" 6 5		Bilge to Wales	Ceiling in Flat 2 1/2
3 rd Ditto	6	" 5 5		Wales	Ditto Bilge to Clamp 2 1/2
Top Timbers	6	" 5 1/4		Topsides	Hold Beam Clamps 4
Deck Beams N ^o 21	Average Space } within the tubes 7	" 7 6		Sheer Strakes	Deck Beam Ditto 2 3/4
Hold Beams N ^o	Average Space } 7	" 7 6		Plank Sheers	Ceiling 'twixt Decks 2 1/2
Keel	9	" 12 1/4		Water-Ways	Hold Beam Shelves 2 1/2
Kelsons	10	" 10		Upper Deck	Deck Beam Ditto 6 1/2
Copper			Size of Bolts in Fastenings, distinguishing whether		
Heel-Knee, and Dead Wood abaft	1/4			Copper	Iron
Scarphs of Keel N ^o	4 1/4			Bolts thro' the Bilge and Foot Waling	Hold Beam 7
Floor Timber Bolts	2 1/4			Butt End Bolts	Deck Beam 3/4
Kelson ditto	7/10			Lower Pintle of the Rudder	
Transoms and throats of Hooks	7/10				
Arms of Hooks	7/4				

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 4 1/2 Inches. The Space between the Top-timbers is 6 Inches. The Stem, Stern Post, are composed of Jersey Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Jersey Oak and are — free from all defects. The Floors and first Foothooks are composed of English & Jersey Oak Timber. The other Foothooks and Top Timbers of English & Jersey Oak. The Shifts of the first and second Foothooks are not less than 3 feet N. B. When less than prescribed by the Rule, state how many. The rest of the Shifts of the Frame are very good. The Frame is — squared from the first Foothook Heads upwards, and — free from sap, and from thence downwards, the frame is Squared. The ~~alternate~~ Frames are all bolted together. N. B. If not, state how bolted. 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 Jersey Oak and the False Kelson of none. The Scarphs of the Kelsons are not less than 5 feet 6 inches. The Deck and ~~Hold~~ Beams are composed of Jersey Oak a few of Spanish Chestnut.

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Red Fir. From the first Foothook Heads to the Light Water Mark of Elm & Oak. From the Light Water Mark to the Wales of Red Fir. The Wales and Black-strakes are of all of Oak different species. The Topsides of Jersey Oak. The Sheer-strakes and Plank-sheers of Oak. The Water-ways of Red Fir. The Decks of Baltic Red Fir State of very good. The Shifts of the Planking are not less than 6 Feet 9 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 3 Strakes between

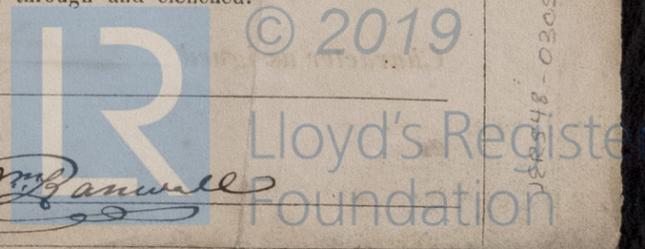
Planking Inside.—The Limber-strakes are composed of Spanish Chestnut the Bilge Planks of Ame^r Oak. The Ceiling, Lower Hold, of Red Fir Between Decks of Red Fir. Shelf Pieces of Oak and Spanish Ches^t Clamps of Foreign & Jersey Oak.

Fastenings.—To Hold Beams none. Deck Beams Douvelled & Dovetailed and Bolted to Shelf. 4 Pair of Iron hanging knees. Number of Breasthooks three Pointers none Crutches none. Butts End Bolts are of Copper in the Bottom, and one Bolt in each Butt End through and clenched. Bilge and Footwaling is 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 Signature Fred Allix Surveyor's Signature M^r Danwell

Please Board a Certificate



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 .	
2	Fore Sails,	80	Chain	1 15/16	2	Bower, 6-2-0
1	Fore Top Sails,	50	"	5 1/2	1	Stream, 2-0-0
2	Fore Topmast Stay Sails,	90	Hawser	4	1	Kedge, 1-0-0
1	Main Sails,	100	Towlines	3		
1	Main Top Sails,		Warp			
and <u>all new</u>			All of <u>good</u> quality.			

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

She has one Long Boat and 1 Jolly Boat

The present state of the Windlass is patent ^{Wind} Capstan D and Rudder good

General Remarks—Statement and Date of Repairs.



Charles Graham Esq.
 Sun Court
 Cornhill
 London

Good



If Sheathed, Doubled, Felted, or Coppered Y Metal over Paper When last done July 1850

I am of opinion this Vessel should be Classed O A 1

The Amount of the Fee.....£ 1 : 0 : 0 is received by me, this 2 August 1850

Special£ : :

Certificate (if required)£ : 5 : -

[Signature]

Committee's Minute 6th Aug 1850

Character assigned A 1 *[Signature]*

