

No. 526 Survey held at Jersey

on the Schooner

"Asia"

Master

Helier Arthur

Tonnage 97 & Built at Havre des pas Jersey When built Laid down 1st Jan^y 1850

By whom built Jas Allix

Owners M^r De Garis & Co

Port belonging to Jersey

Destined Voyage

Malaga

If Surveyed Afloat or in Dry Dock on the Stocks

Length aloft 02 7 Extreme Breadth 10 10 Depth of Hold 10 9

Scantlings of Timber.

	Feet.	Inches.		Feet.	Inches.
Timber and Space..... each	20				
Floors..... sided	0 1/4	Moulded	9 1/2		
1 st Foothooks.....	7 1/4	"	7 1/2	6	
2 nd Ditto.....	6 3/4	"	6	5	
3 rd Ditto.....	6	"	5	5	
Top Timbers.....	6	"	5	4 1/4	
Deck Beams N ^o 21 Average Space } within the tubes	7	"	7	6	
Hold Beams N ^o Average Space }	7	"	7	6	
Keel.....	9	"	12 1/4		
Kelsons.....	10	"	10		

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge.....	2 1/2	Foot Waling.....	3
Bilge Planks.....	4	Bilge Planks..... 2 1/4 Oak.	3
Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2 1/2
Wales.....	4	Ditto Bilge to Clamp.....	2 1/2
Topsides.....	2 1/2	Hold Beam Clamps.....	4
Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	2 3/4
Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2 1/2
Water-Ways.....	5 1/2	Hold Beam Shelves.....	6 1/2
Upper Deck.....	2 1/2	Deck Beam Ditto.....	6 1/2

Size of Bolts in Fastenings, distinguishing whether

Copper	Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/2
Scarphs of Keel..... N ^o 2 1/4	3/4
Floor Timber Bolts.....	7/8
Kelson ditto.....	7/8
Transoms and throats of Hooks.....	7/8
Arms of Hooks.....	3/4

Copper	Inches.
Bolts thro' the Bilge and Foot Waling.....	5/8
Butt End Bolts.....	1/2
Lower Pintle of the Rudder.....	2 1/2

Iron.	Inches.
Hold Beam.....	7/8
Deck Beam.....	3/4

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 Am^e Oak

The Ceiling, Lower Hold, of Red Fir Between Decks of Red Fir

Shelf Pieces of Oak and Spanish Chest Clamps of Foreign & Jersey Oak

Fastenings.—To Hold Beams none

Deck Beams Dressed & 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 Jas Allix

Surveyor's Signature

M^r Panwell

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

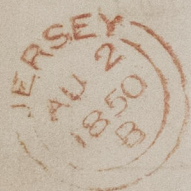
She has SAILS.			CABLES, &c.		ANCHORS, and their weights.		
N ^o .		Fathoms.		Inches.	N ^o .		
2	Fore Sails,	80	Chain	1 15/16	2	Bower,	6-2-0
1	Fore Top Sails,	80	"	5 1/2	1	Stream,	6-1-0
2	Fore Topmast Stay Sails,	90	Hempen Stream Cable	5 3/4	1	Kedge,	2-0-0
1	Main Sails,	100	Hawser	4	1		1-0-0
1	Main Top Sails,		Towlines	3			
	and <u>all new</u>		Warp				
			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 D} Capstan and Rudder good

General Remarks—Statement and Date of Repairs.



*Charles Graham Esq.
Sun Court
Cornhill
London*

Good Sails



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

I am of opinion this Vessel should be Classed A1

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

Special£ : :

Certificate (if required)£ : 5 : -

Committee's Minute 6th Aug 1850

Character assigned A1 *for S. Gray*



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