

No. 1020 Survey held at London Date 7<sup>th</sup> October 18 35 1828  
 on the Schooner Hope Master Boxer  
 Tonnage 125 Built at Plymouth When built 1820  
 By whom built Cope Owners Lillwall H<sup>o</sup>  
 Port belonging to London Destined Voyage Rotterdam  
 If Surveyed Afloat or in Dry Dock Afloat

Length aloft..... Feet. Inches. Extreme Breadth ..... Feet. Inches. Depth of Hold ..... Feet. Inches.

**Scantlings of Timber.**

Timber and Space	Inches	Inches Middle	Inches Ends
Floors..... sided	9	Moulded	
1 <sup>st</sup> Foothooks.....	8	"	
2 <sup>nd</sup> Ditto.....	"	"	
3 <sup>rd</sup> Ditto.....	"	"	
Top Timbers.....	6	5/2	
Deck Beams.....	8	9	
Hold Beams.....	10	9	
Keel.....	"	9	
Kelsons.....	10	15	

**Thickness of Plank.**

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

**Copper.**

Heel-Knee, and Dead Wood abaft.....  
 Scarphs of Keel..... N<sup>o</sup>.  
 Floor Timber Bolts.....  
 Kelson ditto..... alternate copper & iron  
 Transoms and throats of Hooks.....  
 Arms of Hooks.....

**Size of Bolts in Fastenings.**

Copper.	Inches.	Iron.	Inches.
Bolts thro' the Bilge and Foot Waling.....		Hold Beam.....	
Butt End Bolts.....		Deck Beam.....	
Lower Pintle of the Rudder.....			
		same in Iron above the Copper.....	

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 4 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of English oak and are when seen free from all defects.

Her Floors and first Foothooks are composed of English oak Timber.

Her other Foothooks and Top Timbers of do do

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

The rest of the Shifts of the Frame are \_\_\_\_\_

The Frame is fairly squared when seen from the first Foothook Heads upwards, and fairly free from sap, and from thence downwards, the frame is \_\_\_\_\_

The alternate Frames are \_\_\_\_\_ bolted together.

The Butts of the Timbers are \_\_\_\_\_ close together; their thickness not less than \_\_\_\_\_ of the entire moulding at that place.

The Frame is \_\_\_\_\_ chocked with \_\_\_\_\_ Butt at each end of the chock.

The Main Kelson is composed of English oak and the False Kelson of \_\_\_\_\_

The Scarphs of the Kelsons are not less than 5 feet \_\_\_\_\_ inches.

The Deck and Hold Beams are composed of English oak

**Planking Outside.**—This Vessel's Plank from the Keel to the first Foothook Heads is composed of \_\_\_\_\_

From the first Foothook Heads to the Light Water Mark of English oak

From the Light Water Mark to the Wales of do do

The Wales and Black-strakes are of do do

The Topsides of do do

The Sheer-strakes of do do

The Gunwales of English oak Water-ways of do

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 2 between.

**Planking Inside.**—The Clamps are composed of English oak the Stringers of \_\_\_\_\_

The Bilge Planks of English oak and the remainder of the Ceiling of Part English & Part foreign oak

**Fastenings.**—To Hold Beams 2 wood loadings

Deck Beams 2 do do & Iron Hoopings knee bolted to stem

Number of Breasthooks 3 Pointers \_\_\_\_\_ Crutches \_\_\_\_\_

Butts End Bolts are of opper in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling do bolted through and clenched.

General Quality of Workmanship fair

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

Builder's Name \_\_\_\_\_  
 Surveyor's Name Portman



1828 Lon

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

She has SAILS. <u>24</u> Sails		CABLES, &c.		ANCHORS.	
N <sup>o</sup> .	Fathoms.		Inches.	N <sup>o</sup> .	
Fore Sails,	<u>180</u>	Chain .....	<u>1</u>	<u>2</u>	Bower,
Fore Top Sails,	<u>90</u>	Hempen Stream Cable.....	<u>5 1/2</u>	<u>1</u>	Stream,
Fore Topmast Stay Sails,	<u>90</u>	Hawser .....	<u>5</u>	<u>1</u>	Kedge,
Main Sails,	<u>80</u>	Towlines .....	<u>4</u>		All of proper weight.
Main Top Sails,		Warp .....			
and		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 one other

The present state of the Windlass is good Capstan \_\_\_\_\_ and Rudder good

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

This had originally been a good built vessel is now in a very efficient state Planking sound and good the frame when seen is <sup>in</sup> good condition a firm in her fastenings is well fitted in masts sails anchors cables to had the following repairs

1833. Part new upperworks, Sheer Sheeks, plank Sheers, Part new caulking, Part new Deck, great part new timbers Coaked all over stoppind

*Stoutman*

If Sheathed, Doubled, or Felted, Coppered  
and Date when last done 1833

And Sam of opinion this Vessel should be Classed A.1.

The Amount of the Fee.....£ : 10 : 6 is received by me, *PL*

Committee Minute 9 October 1835

Character assigned A. 1  
*Appd* *PL*

