

473 Survey held at Newcastle Date 23rd June 1836. 473
Schooner Eglantine Master Jasper Thrip
 age 101⁸⁶⁵ Built at Newcastle When built 1835
 whom built Willm Wright Owners Willm Wright
 t belonging to Newcastle Destined Voyage Hamburg 26
 Surveyed Afloat or in Dry Dock Whilst building

Length aloft. 60 2 Feet. 2 Inches. Extreme Breadth 25 Feet. 7 Inches. Depth of Hold 11 Feet. 4 Inches.

Scantlings of Timber.

Timber and Space	each	Inches	Inches	Inches
Floors	sided	8	Moulded	8 1/2
1 st Foothooks	"	6 1/2	"	7 1/2
2 nd Ditto	"	6 1/2	"	6 1/2
3 rd Ditto	"	7	"	6 1/2
Top Timbers	"	5 1/2	"	5
Deck Beams	"	8	"	7 1/2
Hold Beams	"	9 1/2	"	9 1/2
Keel	"	9	"	10
Kelsons	"	9 1/2	"	21

Thickness of Plank.

Outside.	Inches.	Inside.	Inches.
Keel to Bilge	2 1/2	Foot Waling	2 1/2
Bilge Planks	3	Bilge Planks	3
Bilge to Wales	2 1/2	Ceiling in Flat	2
Wales	3 1/2	Ditto Bilge to Clamp	2 1/2
Topsides	2 1/4	Hold Beam Clamps	4
Sheer Strakes	3	Deck Beam Ditto	3
Plank Sheers	2 1/2	Ceiling 'twixt Decks	2 1/2
Water-ways	4	Hold Beam Shelves	0
Upper Deck	2 1/2	Deck Beam ditto	3 1/2 by 11.

Size of Bolts in Fastenings.

Copper.	Inches.	Copper.	Inches.	Iron.	Inches.
Heel-Knee, and Dead Wood abaft	1	Bolts thro' the Bilge and Foot Waling	0	Hold Beam	7/16
Scarphs of Keel	5/8	Butt End Bolts	5/8	Deck Beam	3/4
Floor Timber Bolts	7/16	Lower Pintle of the Rudder	1 3/4		
Kelson ditto	"				
Transoms and throats of Hooks	"				
Arms of Hooks	3/4			same in Iron above the Copper	7/16

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 1 1/2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of For. & Eng. Oak and are freely free from all defects.

Her Floors and first Foothooks are composed of For. Oak and are freely free from all defects.

Her other Foothooks and Top Timbers of For. Oak

Her Shifts of the first and second Foothooks are not less than 3 ft 6 in N.B. When reported by you less than the prescribed Rule, then state how many.

The rest of the Shifts of the Frame are all good 3 to 4 ft

The Frame is well squared from the first Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is well squared

The alternate Frames are not bolted together. every 6th timber

The Butts of the Timbers are freely close together; their thickness not less than 1/8 of the entire moulding at that place. Some off keel in spring

The Frame is slender chocked with no Butt at each end of the chock.

The Main Kelson is composed of Am. Oak and the False Kelson of Am. Oak

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

The Deck and Hold Beams are composed of For. Oak some Eng. Oak

Planking Outside.—This Vessel's Plank from the Keel to the first Foothook Heads is composed of Am. Oak

From the first Foothook Heads to the Light Water Mark of Am. Oak

From the Light Water Mark to the Wales of For. & Eng. Oak

The Wales and Black-strakes are of 3 Wales 19 in

The Topsides of 2 Strakes 14 in

The Sheer-strakes of 1 as 10 in

The Gunwales of Eng. Oak Water-ways of For. Oak

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.

Planking Inside.—The Clamps are composed of For. Oak The Planking is wrought 2. 3 between the Stringers of For. Oak

The Bilge Planks of Mixed oak and the remainder of the Ceiling of Mixed oak throughout some oak plank some but sound.

Fastenings.—To Hold Beams Double oak lodging knees with good arms & are well secured

Deck Beams Double oak lodging knees with oak shelf 3 1/2 by 11 in under

Number of Breasthooks 4 below 1 above deck Pointers 0 Crutches 0

Butts End Bolts are of 2 copper in the Bottom, and no Bolt in each Butt End through and clenched.

Bilge and Footwaling not bolted through and clenched.

General Quality of Workmanship well executed

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

Builder's Name

Surveyor's Name

Mrs Poppelwell

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

SAILS. <i>Schooner</i>		CABLES, &c.		ANCHORS.	
N ^o .		Fathoms.		Inches.	N ^o .
1	Fore Sails,	160	Chain	1 3/4	3
2	Fore Top Sails,	"	Hempen Stream Cable	"	1
2	Fore Topmast Stay Sails,	55	Hawser	5/8	1
1	Main Sails, <i>Two & left</i>	80	Towlines	4 1/2	
1	Main Top Sails, <i>left</i>	2	Warp	3 1/4	
and <i>well found in others.</i>			All of <u>good</u> quality.		

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

She has One Long Boat and Chimber built

The present state of the Windlass is Thin R. Chock, Capstan Wench and Rudder good sound main piece with
4. braces, 2. Compositions.

General Remarks—Statement and Date of Repairs.

The timbering of this Vessel is mostly old For. Oak and sound well clear of sap & runs square the outside planks are all new, and mostly the ceiling but in lower hold some old sound For. plank is worked in bay 3. Strakes of 3/4" stuff under floor beams with thro' bolts & clenched the planking generally well skinned to timbers & well edged double and single treenails with a fair good proportion wedged over the ceiling and ratlines used but not moored the Hooks and Strees are well seated & sufficiently bolted the Hull was well caulked which proves tight when fasten, fit out with entire new rigging & part new sails, the Vessel generally in a good state of equipment.

If Sheathed, Doubled, or Felted,

and Date when last done

Single Bottom

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

The Amount of the Fee.....£ 2 : 2 : 0 is received by me,

M^{rs} Doppelwell

Committee Minute

6th Sept 1836

Character assigned

A 1 for 6 Years
G. M. D.