

No. 529 Survey held at Newcastle Date 10th Jan^y 1837.

on the Sloop Gasper

Master Wm M^c Culloch

Tonnage 57²/₃ Built at Inverkeithing

When built 1828.

By whom built

Owners John Kennedy & Co.

Port belonging to St. Andrews

Destined Voyage St. Andrews

If Surveyed Afloat or in Dry Dock

Wells' Slippers Patent Slip No. 108

See Dundee Survey No 108

Length aloft.....50⁰/₀ Extreme Breadth.....15⁰/₀ Depth of Hold.....9⁰/₃

Scantlings of Timber.

Timber and Space.....	each	Inches	Inches	Inches
Floors.....	sided	<u>2.9</u>	Moulded	<u>9¹/₂</u>
1 st Foothooks.....	"	<u>8</u>	"	<u>7¹/₂</u>
2 nd Ditto.....	"	<u>8.9</u>	"	<u>6¹/₂</u>
3 rd Ditto.....	"	<u>8</u>	"	<u>5¹/₂</u>
Top Timbers.....	"	<u>7</u>	"	<u>5</u>
Deck Beams.....	"	<u>8</u>	"	<u>4</u>
Hold Beams.....	"	<u>10¹/₂</u>	"	<u>10</u>
Keel.....	"	<u>11</u>	"	<u>16</u>
Kelsons.....	"	<u>11</u>	"	<u>16</u>

Thickness of Plank.

Outside.	Inches	Inside.	Inches
Keel to Bilge.....	<u>2¹/₂</u>	Foot Waling.....	<u>1¹/₂</u>
Bilge Planks.....	<u>3</u>	Bilge Planks.....	<u>1¹/₂</u>
Bilge to Wales.....	<u>2¹/₂</u>	Ceiling in Flat.....	<u>1¹/₂</u>
Wales.....	<u>3</u>	Ditto Bilge to Clamp.....	<u>1¹/₂</u>
Topsides.....	<u>2</u>	Hold Beam Clamps.....	<u>1¹/₂</u>
Sheer-Strakes.....	<u>2¹/₂</u>	Deck Beam Ditto.....	<u>2¹/₂</u>
Plank Sheers.....	<u>2¹/₂</u>	Ceiling 'twixt Decks.....	<u>1¹/₂</u>
Water-ways.....	<u>2¹/₂</u>	Hold Beam Shelves.....	<u>1¹/₂</u>
Upper Deck.....	<u>2¹/₂</u>	Deck Beam ditto.....	<u>1¹/₂</u>

Size of Bolts in Fastenings.

Copper.	Iron.	Copper.	Iron.
Heel-Knee, and Dead Wood abaft.....	<u>1¹/₂</u>	Bolts thro' the Bilge and Foot Waling.....	<u>0</u>
Scarphs of Keel.....	<u>1¹/₂</u>	Butt End Bolts.....	<u>1¹/₂</u>
Floor Timber Bolts.....	<u>1¹/₂</u>	Lower Pintle of the Rudder.....	<u>1¹/₂</u>
Kelson ditto.....	<u>1¹/₂</u>		
Transoms and throats of Hooks.....	<u>1¹/₂</u>		
Arms of Hooks.....	<u>1¹/₂</u>		
		same in Iron above the Copper.....	<u>1¹/₂</u>

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 2 Inches. The Space between the Top-timbers is 3 Inches. The Stem, Stern Post, Transoms, Aprons, Knight Heads, Hawse Timbers, are composed of Mixed Oaks and are fairly free from all defects.

Her Floors and first Foothooks are composed of Eng. & Mixed Oak Timber.

Her other Foothooks and Top Timbers of Mixed Oaks

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

The rest of the Shifts of the Frame are were seen good

The Frame is reasonable from the first Foothook Head upwards, and reasonable from sap, and from thence downwards, the frame is fairly well squared in siding way.

The alternate Frames are not bolted together.

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

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

The Main Kelson is composed of Am. Oak and the False Kelson of 0

The Scarphs of the Kelsons are not less than 1 feet 0 inches. One length

The Deck and Hold Beams are composed of Mixed Oak & Spruce

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

From the first Foothook Heads to the Light Water Mark of

From the Light Water Mark to the Wales of

The Wales and Black-strakes are of

The Topsides of

The Sheer-strakes of

The Gunwales of

Water-ways of

The Shifts of the Planking are not less than

N.B. If reported less than the prescribed Rule, state whether

general or partial, and if partial, in what part of the Ship.

2, & 3. between

Planking Inside.—The Clamps are composed of Am. Oak the Stringers of

The Bilge Planks of Am. Cedar and the remainder of the Ceiling of Am. Oak & Am. Cedar

Fastenings.—To Hold Beams

Deck Beams Double oak lodging knees

Number of Breasthooks 3 below Pointers

Crutches

Butts End Bolts are of 2 Iron 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 Fairly well executed

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

Builder's Name

Surveyor's Name

