

No. 897 Survey held at Newcastle Date 27 Sept. 18 30  
on the Schooner Alert Master Jasper Thrift  
Tonnage 83 33/4 Built at Newbath When built 1803  
By whom built Owners Jasper Thrift  
Port belonging to Newcastle Destined Voyage France  
If Surveyed Afloat or in Dry Dock Mr. Wright Ship North Shore  
Surveyed on 21st Sept 1830 at Newcastle No 563 (Cape)

Length aloft 65 Feet. Extreme Breadth 16 Feet. Depth of Hold 9 Feet.

Scantlings of Timber.				Thickness of Plank.			
	Feet.	Inches.		Outside.	Inches.	Inside.	Inches.
Timber and Space.....	each	11		Keel to Bilge .....	2 1/2	Foot Waling.....	2 1/2
Floors.....	sided	9 1/2	Moulded	Bilge Planks.....	3	Bilge Planks.....	3
1st Foothooks.....	"	7 1/2	"	Bilge to Wales.....	2 1/2	Ceiling in Flat.....	2 1/2
2nd Ditto.....	"	7	"	Wales.....	3 1/2	Ditto Bilge to Clamp.....	2 1/2
3rd Ditto.....	"	7	"	Topsides.....	2 1/2	Hold Beam Clamps.....	2 1/2
Top Timbers.....	"	6 1/2	"	Sheer Strakes.....	2 1/2	Deck Beam Ditto.....	3
Deck Beams.....	"	8 1/2	"	Plank Sheers.....	2 1/2	Ceiling 'twixt Decks.....	2 1/2
Hold Beams.....	"	8 1/2	"	Water-ways.....	3	Hold Beam Shelves.....	2 1/2
Keel.....	"	10	"	Upper Deck.....	2 1/2	Deck Beam ditto.....	2 1/2
Kelsons.....	"	11	"				

Copper.		Size of Bolts in Fastenings.		Iron.	
	Inches.				Inches.
Heel-Knee, and Dead Wood abaft.....	1 1/2	Bolts thro' the Bilge and Foot Waling.....	5/8	Hold Beam.....	3/4
Scarphs of Keel.....	1 1/2	Butt End Bolts.....	5/8	Deck Beam.....	5/8
Floor Timber Bolts.....	1 1/2	Lower Pintle of the Rudder.....	2		
Kelson ditto.....	1 1/2			same in Iron above the Copper.....	9/16
Transoms and throats of Hooks.....	1 1/2				
Arms of Hooks.....	3/4				

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

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

Her other Foothooks and Top Timbers of Mixed Oaks some Elm & Beech

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 good

The Frame is reasonable squared from the first Foothook Heads upwards, and reasonable free from sap, and from thence downwards, the frame is reasonable squared but wavy in plan.

The alternate Frames are not bolted together.

The Butts of the Timbers are mostly close together; their thickness not less than 1.2.3 of the entire moulding at that place.

The Frame is well choiced with no Butt at each end of the choick.

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

The Scarphs of the Kelsons are not less than 6 feet 4 inches.

The Deck and Hold Beams are composed of Baltic Pine Elm & Oak.

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

From the first Foothook Heads to the Light Water Mark of Elm

From the Light Water Mark to the Wales of Elm & Oak

The Wales and Black-strakes are of Elm & Oaks

The Topsides of do & do

The Sheer-strakes of Am. Elm & Oaks

The Gunwales of Mixed Oak Water-ways of Am. and D. W. Pine

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. 3 between.

Planking Inside.—The Clamps are composed of D. W. Pine & Oak the Stringers of

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

Fastenings.—To Hold Beams

Deck Beams Double Oak bedding Runners

Number of Breasthooks 4 below Pointers Crutches

Butts End Bolts are of 2 in in the Bottom, and some Bolt in each Butt End through and clenched.

Bilge and Footwaling well 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

Mr. Poppelwell



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

She has SAILS.

CABLES, &c.

ANCHORS.

N <sup>o</sup> .		Fathoms.		Inches.	N <sup>o</sup> .	
2	Fore Sails,	150	Chain .....	1 1/2	2	Bower, 5 ft in
1	Fore Top Sails,	"	Hempen Stream Cable.....	"	1	Stream, 3 - 1 - 0
2	Fore Topmast Stay Sails,	40	Hawser .....	2 1/2	1	Kedge, 1 - 1 - 0
2	Main Sails,	70	Towlines .....	5 1/2		All of proper weight. <u>yes</u>
1	Main Top Sails,	2	Warp .....	4 3/4		
	and <u>well found Gaff</u>		All of <u>good</u> quality.			

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

She has One Long Boat and is in good order clinber built

The present state of the Windlass is 4 in Capstan Wheels and Rudder Sound with good iron  
Good condition good Brace

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

Done at this date.

The decks and all the ceiling, except a short length on quarters, taken off. The keel and keelson taken out the hull in this state drawn and lengthened 11 ft. The frame in Gaps and all defective timbers filled up in timbering as enumerated in this report. — entire new Am. Elm keel, — main and upper keelson, — Stem post, — lower stem, — fore gripe, — 9 duck & 4 hold beams, — 3/4 of new knees, — 2 Hooks, — 3 pair of Iron knees, — entire new mixed pine decks. Iron nail the coaming Am. Elm, — waterway, Gunwale, Shear Stakes, topsides, — Black Stakes, — 3/4 of Waler, — and bottom planks, and entire new ceiling, — except a short length on each quarter, — part old plank worked in for ceiling, but sound, entire new counter plank, — and Puddan timber, — part stem plank and Tapaal, — new hause timbers, Stem timber, Windlass bitts, — Oak and Kpine trenails used and a good proportion put through the ceiling and wedged, the whole range of Beams, keelson, Hooks, Stem, and Stem post bolts, name and clinched, except keel bolts not clinched. — The Hull caulked and generally well overhauled, —

If Sheathed, Doubled, or Felted, \_\_\_\_\_

and Date when last done \_\_\_\_\_

Single Bottom

And I am of opinion this Vessel should be Classed as a Steamer A. 1.

The Amount of the Fee.....£ 1 : 1 : - is received by me,

Special 2 - 2 - 3 - 3 - 0 M<sup>r</sup> Loppelwell.

Committee Minute \_\_\_\_\_

1838

Character assigned \_\_\_\_\_

Rated A 1 for 4 years