

No. 17 Port of Portsmouth Date 19 Feb^y 1835

Survey of the Swallow Smack Master Benjamin Dady

Tonnage 54 3/4 Owners Mr George Fox Port belonging to London

By whom built Not known Where built Rye When built 1760

Destined Voyage Not known Survey on Shore

See London Survey N° 640. 1

Dimensions.				Thickness of Plank.									
Length from Fore part of Pattern to after part of Post		Feet.	Inches.	Feet.		Inches.	Outside.		Inches.	Inside.		Inches.	
Length of Keel.....		47	8	Depth of Hold		8	0	Bilge to Wales <i>E. Oak &c.</i>		2	Ceiling below Hold Beams ..?		2
Rake of Stem				Lower Hold				Short Hoods <i>American &c.</i>			<i>of B. O. & Port Pine</i>		
D° of Stern Post.....				Between Decks				Bilge Planks <i>E. Oak</i>		3	Clamps and Bilge Planks <i>R.P.</i>		2½
Extreme Breadth		17	0					Bilge to Keel <i>American &c.</i>		2			

Scantling of Timber.

	Inches.	Sided Inches.	Moulded Inches.	Sort of Wood.
Timber and Space, each.....	13			
Floors in the middle		9	10	E. Oak
— at the ends				
1 st Foothooks				
2 nd Foothooks				
3 rd Foothooks				
Top Timbers		6	4	L.
Deck Beams.....Middle.....		8 1/2	6 1/2	L.
.....at the Ends..				
<u>One Landing</u>Knees <u>to each End</u>				
Hold Beams.....Middle.....				
.....at the Ends..				
.....Knees				
Main Kelson		9 1/2	8	L.
Scarphs of KelsonLength				

Decks. Red Pine

Thickness.....	Inches.	Water Ways	Inches.
	2	<u>E. Oak</u>	2 1/2

Bolts.

	Inches.		Inches.
Heel, Knee, and Dead Wood		Butt Bolts. <u>Not thro</u>	
abaft		Hold Beam Bolts	
Scarph of the Keel		3 Hooks forward at throat <u>from</u>	9 1/4
Kelson Bolts		<u>L° sides</u> <u>from</u>	3 1/2
Bolts thro' the Bilge and Foot		Hooks forward at arms.....	
Waling <u>Not thro</u>		Transoms	
		Lower Pintle of the Rudder ..	15

We certify that the preceding is a correct description of the above-named Vessel. Witness my hand, this 19th day of Feb^y 1835

Builder's Name

Surveyor's Name J. W. Oakshott

Masts, Yards, &c.

	Quality of Wood.	Length, &c.	Diam ^r
Bowsprit	<u>Red Pine</u>	<u>34' 0"</u>	<u>11</u>
Foremast			
Main Mast	<u>L.</u>	<u>54' 0" - 13</u>	
Mizen Mast			

Sails.

Nos.		Nos.
3	<u>1st Main Mast, one Main Mast, & one 1/2 worn</u>	
	Fore Topmast Stay Sails.....	
1	Fore Sail	
	Fore Topsails	
1	Main Sails <u>Main Mast</u>	
	Main Top Sails.....	

And is generally well found in other sails. } very well

Cables, Cordage, &c.

	Fathoms.	Inches.
Cables, Hemp		
D° 2 Iron.....	85	3 1/2
1 <u>Stream</u>	75	3 1/4
Hawser.....	55	2 3/8
Towlines	85	4 <u>new</u>
1 st Warp	60	4 1/2 <u>worn</u>
2 nd D°		

Anchors.

Nos.	
2	Bowers
	Stream
1	Kedge

Boats.

Number and Description.

1 Boat 15 feet, new

Standing and Running Rigging is all found to be sufficient in size, and good in quality. } good size and fine quality

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

Owner's Name

Nautical Surveyor's Name



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SURVEYOR'S REMARKS.

Timbering.

The Quality,
Squaring, and
Workmanship.

*A English Oak, The Floors, Heels of Post-butlocks,
and Timbers in Wake of Shift of Wale (now out,) are
full size, well squared, and in good Condition,*

Planking.

Outside and Inside
Quality, Edging,
and Workmanship.

*The Wale, Chumps, Sealing above Bilge Strakes and
part of Sidesides, are of English Oak, the Bilge Strakes in
side, and part of Sidesides are of Red Pine, well fastened
and in fair Condition, the Bottom is of English Elm,
American Elm, and Dantye Oak, in good Condition with
well squared Edges and properly fastened, except the
deficiency of the three Bolts at Bilge Strakes and Butts,*

Fastenings.

If Sheathed,
Doubled, or
Felled.

Iron fastened

No Sheathing or Doubling

Repairs.

*Informed by the Master that she had a New Bottom, Comings,
Headsides, Spunketting, & Plankheads at Plymouth in 1834, he also
stated, that at the same time all the Defective Timbers
in the wake of the Bottom were then shifted, Her present
Repair is one New Shift of Wale, New fashion Timbers, Transom
Knees, End of Transom, Two lower planks of lower Counter
shifted, and the smack Caulked throughout,*

*(see London Survey No 640)
for Repairs.*

General Observations
and Opinion as
required by the
Instructions.

*The Smack is Iron fastened, the Braces and Puntles are
Iron, the Bolts at Bilge Strakes, and Butts are not thro,
the Beams are of English Oak secured with one leading
Knee to each end, she has one ~~Deck~~ Hook and two
Brest Hooks in Head, Moulded at throat from 9 to 14,
and sided from 6 to 7 1/2, they are of good lengths and
properly fastened, the Deck is of Red Pine and in fair
Condition, the Wind cap, Mast, Douglass and Masts, are
in good Condition, the Standing and Running Rigging
are fair in Condition and proportion, and having
carefully examined the Bottom, Spunketting, Plankheads,
Comings, &c which were said to be new last Year,
I am of Opinion that his statement is correct, and
having also examined every part as far as practicable,
I am also of Opinion that the Smack is in a Sea-
worthy State to receive Dry and perishable Cargoes
on Board -*

The Amount of the Fee, £

: 10 : 6 is received by me.

In 2 Oaks 20th

Committee Minute

11 March

1835

Character assigned

*A. 1
M. C. 10th*



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