

1808

No. 1808 Survey held at Sunderland Date October 1840
 on the Schooner "Swift" Master J. Delaval
 Tonnage ^{old 150} new 160 Built at Sunderland : - When built 1840
 By whom built Hull & Sykes Owners Hull & Co
 Port belonging to Sunderland Destined Voyage London
 If Surveyed Afloat or in Dry Dock Building

Length aloft	Feet. 75	Inches. 0	Extreme Breadth	Feet. 22	Inches. 6	Depth of Hold	Feet. 11	Inches. 3	
Scantlings of Timber.			Thickness of Plank.						
Timber and Space	each	Inches. 9 1/2		Outside.	Inches. 2 1/2	Inside.	Inches. 2 1/2		
Floors	sided	9	Moulded	10	8	Keel to Bilge	2 1/2	Foot Waling	2 1/2
1st Foothooks	"	8	"	7 1/4		Bilge Planks	4	Bilge Planks	4
2nd Ditto	"	7 1/2	"	6 1/2		Bilge to Wales	2 1/2	Ceiling in Flat	2
3rd Ditto	"	6 1/2	"	5 3/4		Wales	4	Ditto Bilge to Clamp	2
Top Timbers	"	6 1/2	"	4 1/2		Topsides	2 1/2	Hold Beam Clamps	3
Deck Beams	N°. of - 19 -	6 1/2	"	7	4 1/4	Sheer Strakes	3	Deck Beam Ditto	2 1/2
Hold Beams	N°. of - 8 -	9	"	9	7	Plank Sheers	2 1/2	Ceiling 'twixt Decks	2
Keel	(C. & L. E.)	9	"	8		Water-Ways	3	Hold Beam Shelves	11 by 4
Kelsons	"	10	"	10		Upper Deck	2 1/2	Deck Beam Ditto	11 by 2 1/2
Copper.			Size of Bolts in Fastenings.						
Heel-Knee, and Dead Wood abaft	L. 1	Inches. 1	Copper.			Iron.			
Scarp of Keel	N°. 8	3/4	Bolts thro' the Bilge and Foot Waling	L. 5/8		Hold Beam	7/8	3/4	
Floor Timber Bolts	L. 7/8		Butt End Bolts	L. 5/8		Deck Beam	3/4	5/8	
Kelson ditto	L. 1		Lower Pintle of the Rudder	L. 2 1/2		same in Iron above the Copper			
Transoms and throats of Hooks	L. 1								
Arms of Hooks	L. 1	3/4							

Timbering.—The Space between the Floor Timbers and Lower Foothooks in this Vessel is 163 Inches. The Space between the Top-timbers is 24 Inches. ^(French Oak) The Stem, Stern Post, are composed of Stettin Oak the Transoms, Aprons, Knight Heads, Hawse Timbers, of Foreign Oak : - and are apply free from all defects.

The Floors and first Foothooks are composed of English and Foreign Oak Timber.

The other Foothooks and Top Timbers of English and Foreign Oak : -

The Shifts of the first and second Foothooks are not less than 3 6 N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are Sufficient : -

The Frame is fairly squared from the first Foothook Heads upwards, and tolerably free from sap, and from thence downwards, the frame is fairly squared : -

The alternate Frames are not bolted together. Every 7th N. B. If not, state how bolted. to 2 Heads

The Butts of the Timbers are gently close together; their thickness not less than 15 13 of the entire moulding at that place.

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

The Main Kelson is composed of Amer^{en} Oak and the False Kelson of Amer^{en} Oak : -

The Scarphs of the Kelsons are not less than 6 feet 0 inches.

The Deck and Hold Beams are composed of English and Foreign Oak : -

Planking Outside.—From the Keel to the first Foothook Heads the Plank is composed of Amer^{en} Elm : -

From the first Foothook Heads to the Light Water Mark of Amer^{en} Elm : -

From the Light Water Mark to the Wales of Memel Oak : -

The Wales and Black-strakes are of Memel Oak : - The Topsides of Pitch Pine : -

The Sheer-strakes and Plank-sheers of Memel Oak : - The Water-ways of Pitch Pine : -

The Decks of Yellow Pine : - State of —

The Shifts of the Planking are not less than 4 5 Feet = Inches. N. B. If less than prescribed by the Rule, state whether general or partial, and if partial, in what part of the Ship.

The Planking is wrought Two & Three between

Planking Inside.—The Limber-strakes are composed of Amer^{en} Oak : - the Bilge Planks of Amer^{en} Oak : -

The Ceiling, Lower Hold, of Amer^{en} Oak : - Between Decks of Amer^{en} Oak : -

Shelf Pieces of Amer^{en} Oak : - Clamps of Amer^{en} Oak & Pitch Pine : -

Fastenings.—To Hold Beams Iron Binder round one Timber, Shelf above & below : -

Deck Beams Double Wood Lodging Timbers and Shelf below : -

Number of Breasthooks Four : - Pointers one pair : one Wood Crutches & 3 Wood Transom Knees on each side.

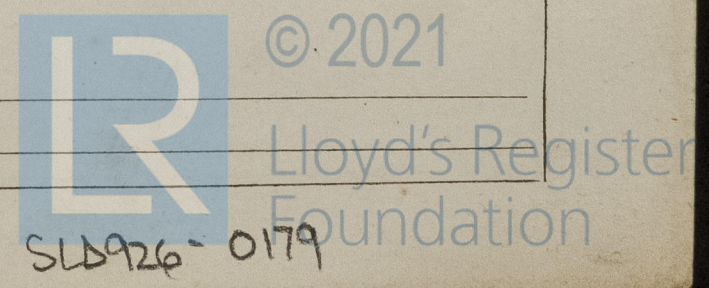
Butts End Bolts are of Iron in the Bottom, and one Bolt in each Butt End through and clenched.

Bilge and Footwaling is 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 Thos. B. Sney



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

She has SAILS.			CABLES, &c.		ANCHORS, and their weights.	
N ^o .		Fathoms.		Inches.	N ^o .	
2	Fore Sails,	180	Chain	1	3	Bower, $9^{\circ} 8^{\circ} \frac{1}{2} 5^{\circ}$
2	Fore Top Sails,	75	Hempen Stream Cable	$7\frac{3}{4}$	1	Stream, $3\frac{1}{4}$
2	Fore Topmast Stay Sails,	60	Hawser	$3\frac{1}{4}$	1	Kedge, $1\frac{1}{4}$
1	Main Sails,	80	Towlines	5		
1	One or aft Foresail Main Top Sails,	80	Warp	$3\frac{5}{8}$		
and			All of <u>good</u> quality.			

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

She has One Long Boat and Skiff.

The present state of the Windlass is Suff^t Capstan Winch and Rudder & Braces Suff^t.

General Remarks—Statement and Date of Repairs.

Plank is of good quality & fair scantling greater part is of Foreign oak which is well squared, remainder of English oak a part of which is wavy & sappy. Shifting & stepping sufficient, Pearsons fairly squared a few of chocks not well seated, Bower timbers, Knight has be are good and well squared.

Beams are good in quality and scantling. 2 to 3 deck Beams wavy on one side, Knees are of English & Foreign oak a few of which are grain cut & sappy.

Outside Planking is of good quality cut from logs fairly brought & shifted: Sternails are of English & Sawing oak: Ceiling plank is also cut from logs not well seasoned a few planks are dry & inferior well shifted & secured.

Beams, Knees, Hooks &c are app^t well bolted & secured.

Commenced Build^t in July Launch'd in October

Surveyed as follows W^t $\frac{31}{7}$ $\frac{12}{8}$ $\frac{25}{8}$ $\frac{19}{9}$ $\frac{29}{9}$ $\frac{12}{10}$

If Sheathed, Doubled, Felted, or Coppered _____ When last done _____

I am of opinion this Vessel should be Classed Y A 1

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

Special£ : :

R. B. Smey

Committee's Minute 6th Nov 1840

Character assigned A 1 for 7 years



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