

No. 255 Survey held at Gosport Date 30<sup>th</sup> May 1856 by 30 Aug<sup>th</sup> 11 Dec<sup>r</sup> 1855-30 Jan<sup>r</sup> 23<sup>rd</sup> March 1856  
 on the Schooner Swallow Master Alfred Welch  
 Tonnage Old Built at Gosport, Portsmouth When built 1855 & 1856 Launched 10 April 1856  
 By whom built William Camper Owners William Camper & Co  
 Port belonging to Portsmouth Destined Voyage Not known  
 Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet.		Extreme Breadth Outside						Feet.		Depth of Hold		Feet.	
	95	3/10	SIDED.		MOULDED.		3/10		11		1/10			
Scantlings of Timber.	Inches In Ship.	Required as per Rule	Inches In Ship. Middle.	Inches In Ship. Ends.	Required as per Rule Middle.	Required as per Rule Ends.	Outside.	Inches In Ship.	Required per Rule.	Inside.	Inches In Ship.	Required per Rule.		
TIMBER AND SPACE	20	20					Garboard Strakes ..	2 1/2	2 1/2	Limber Strakes ....	3	3		
Floors	8	8	8	7 1/4	8	7	Garboard to Bilge ..	2 1/2	2 1/2	Bilge Planks .....	3	3		
1 <sup>st</sup> Foothooks	7	7	8 1/2	7	6 1/2	6	Bilge Planks .....	4	2 1/2	Ceiling in Flat ....	2	2		
2 <sup>nd</sup> Ditto	6 1/2	6 1/2	7	6	6	5 3/4	Bilge to Wales ....	2 1/2	2 1/2	Ditto Bilge to Clamp	2	2		
3 <sup>rd</sup> Ditto	6	6	6	5	5	4 3/4	Wales .....	4	4	Hold Beam Clamps ..	3	3		
Top Timbers	6	6	5 1/2	5	5	4 3/4	Topsides .....	3 3/4	3	Deck Beam Ditto ..	3	3 1/2		
Deck Beams } No. 23 Average Space } 3 ft 6 in	8	8	8	7 1/2	8	6 1/2	Sheer Strakes .....	3 3/4	3	Ceiling 'twixt Decks	2	2		
Deck Beams, length amidships 32 ft 7 1/2 in							Plank Sheers .....	2 3/4	2 1/2	Hold Beam Shelves ..	none			
Hold Beams } No. Average Space }	none						Water-ways } Upper Deck	7 1/2 ft	3 ft 6 in	Deck Beam Ditto ..	3 1/2 ft	3 ft 6 in		
Hold Beams, length amidships	none						Water-ways } Lower Deck	none						
Keel } Length 100 ft } Breadth 10 ft }	10	10	14 1/2		10		Upper Deck	2 1/2	2 1/2					
Scarphs of Ditto } Five feet }	12	11	11 1/2		11									
Keelsons } Length 100 ft } Breadth 10 ft }														
Scarphs of Ditto } Five feet }														

Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.

	Copper or Iron Inches in Ship.	Inches required per Rule		Copper or Iron Inches in Ship.	Inches required per Rule		Copper or Iron Inches	Inches required per Rule
Heel-Knee, and Deadwood abaft	1	1	Transoms and throats of Hooks ..	7/8	7/8	Hold Beam Bolts in		
Scarphs of Keel.....No. 6	3/4	3/4	Arms of Hooks .....	3/4	3/4	Waterway ..		3/4
Keelson Bolts through Keel at each Floor .....	7/8	7/8	Bolts thro' Bilge & Limber Strakes, or Thickstuff over Double Floors	3/4	5/8	Knees .....		3/4
Bolts through Heels of Timbers against Deadwood .....	3/4		Butt End Bolts .....	5/8	5/8	Shelf or Clamp		3/4
			Pintles of the Rudder .....	2 1/2	2	Waterway ..		3/4
						Knees .....		3/4
						Shelf or Clamp		3/4
						Deck Beam Bolts in		3/4
						Nails or Bolts in Flat of Deck		3/4
						Treenails 1.5...Inches		

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 Inches. The Space between the Top-Timbers is 5 1/2 4 Inches.  
 The Floors consist of English oak The First Foothooks of English oak Timber.  
 The Second Foothooks of English oak The Third Foothooks and Top Timbers of English oak  
 The Shifts of the First and Second Foothooks are not less than 3 feet 6 inches N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are 3 feet 6 to 4 feet  
 The Frame is well squared from the First Foothook Heads upwards, and free from sap, and from thence downwards, the frame is well squared  
 The alternate Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.  
 The Butts of the Timbers are close together; their thickness not less than 1/3 of the entire moulding at that place.  
 The Frame is cross chocked with 2 Butt at each end of the chock. The Main piece of Rudder is English oak  
 The Main Keelson is English oak and free from all defects. The Main piece of Windlass is English oak  
 The Stem, and Stern Post, consist of English oak The Transoms, Aprons, Knight Heads, and Hawse Timbers of English oak Deadwood, of English oak and are free from all defects.  
 The Deck and Hold Beams consist of English oak The Breasthooks of Iron The Knees of Iron & English oak

**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is American Elm & Beech  
 or to the First Foothook Heads }  
 From the above named Height to the Light Water Mark Hottin & English oak  
 From the Light Water Mark to the Wales English oak  
 The Wales and Black-strakes are English oak The Topsides Teak  
 The Sheer-strakes and Plank-sheers English oak The Water-ways { Upper Deck English oak  
 Lower Deck none  
 The Decks American Red Pine fastened with yellow metal State of good  
 The Shifts of the Planking are not less than Five 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 Three between, and without step-buttling.  
**Planking Inside.**—The Limber-strakes and Bilge-strakes are English oak  
 The Ceiling, Lower Hold, and between Decks English oak Shelf Pieces and Clamps English oak  
**Fastenings.**—To Hold Beams

Deck Beams part dovetailed & part of them doweled to the shelf hanging from knee to each beam end; also along the beam 3 feet down the side 5 feet 6 inches; Judging English oak  
 Number of Breasthooks Five Iron Pointers Two Iron Crutches Two Iron  
 Butts End Bolts are of yellow metal & Copper in the Bottom, and 2 Bolt in each Butt End through and clenched.  
 Bilge and Limber Strakes are bolted through and clenched. Treenails of English oak How Made Turned  
 Thickstuff over Double Floors bolted through and clenched. General Quality of Workmanship Very Good  
 We certify that the above is a correct description of the several particulars therein given  
 Builder's Signature W. Camper Surveyor's Signature J. J. M. J. M. J. M.

50894-0136

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

Full set with  
 usual spars, sails  
 & rigging

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.		
No.			Fathoms.	Inches.	No.	Weight.
	Fore Sails,	1 Chain	90	1 1/16	Bower,	1 10-0-10
	Fore Top Sails,	1 Chain	90	1 1/8		1 9-2-0
	Fore Topmast Stay Sails,	1 Hempen Stream Cable	45	3/4	Stream,	1 3-2-0
	Main Sails,	Hawser	90	4 1/2		
	Main Top Sails,	Towlines	100	6	Kedge,	1 1-2-0
		Warp				
		All of <u>good</u> quality.				

Her Standing and Running Rigging 2 sufficient in size and good in quality.

She has one 19 feet Long Boat and one 17 feet Tolly Boat

The present state of the Windlass is Patent Capstan Rudder good Pumps Two Patent

**General Remarks and Statement and Date of Repairs, if any.**

DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	
	<u>14<sup>th</sup> July 1855</u>	
	2nd. When the Beams are put in, &c. <u>31<sup>st</sup> October</u>	
3rd. { When completed, and before the plank be painted or payed } <u>25<sup>th</sup> March 1856</u>		

The Fore Hatch Feet of this vessel meet at the middle line under the Nelson and are dowelled. Five Strakes round the Turn of the Bridge of this vessel have a through yellow metal or copper Bolt in each Timber and from above the Turn of the Bridge up to the Plank Shear there is a through Bolt in every third or fourth Timber of Yellow Metal or Copper; the clamps are all fastened through as also the Deck Beam Shelf and Water Way with Yellow Metal in every alternate Timber the remainder of the out side fastenings are Ironails and Yellow metal clamps 7 1/2 inches long 5/8 inch thick; the intire of the fastenings provided for by the Rules to intitle a vessel to the Shorten Years Grade are of Yellow Metal or Copper in this ship to the intire exclusion of Iron except where the Rules allow the use of Iron I consider the Material Workmanship and fastenings in this vessel very satisfactory

Present condition of Caulking of Bottom, good Deck, good and Waterways good

If Sheathed, Doubled, Felted, or Coppered Yellow Metal on paper When last done April 1856

I am of opinion this Vessel should be Classed A 1 Thirteen Years

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

Special .....£ : :  
 Certificate .....£ : 2 : 6

Committee's Minute 13<sup>th</sup> May 1856

Character assigned A 1 for 13 Years

