

No. 255 Survey held at Cape
on the Schooner Swallow

Rec^d 13/5/56 Final 7th May 1856
Date 30th May 14th July 30th Augth 11th Dec^r 1853 30 Jan^y 23rd March 1856
Master Alfred Welch

Tonnage Old
New 149 $\frac{47}{100}$ Built at Gosport, on the north When built 1955 & 1956 Launched 10 April 1956
By whom built William Camper Owners William Camper & Co

Port belonging to Portsmouth Destined Voyage N. & Known

~~§ Surveyed while Building, Afloat, or in Dry Dock~~

[illegible]

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 in Ship.	Inches required per Rule
Heel-Knee, and Deadwood abaft	1	1	Transoms and throats of Hooks ..	7/10	7/10	Hold Beam Bolts in	Waterway ..	3/4
Scarphs of Keel.....N°. 6	3/4	3/4	Arms of Hooks	3/4	3/4	Knees	3/4	3/4
Keelson Bolts through Keel at	7/10	7/10	Bolts thro' Bilge & Limber Strakes, }	7/10	5/10	Shelf or Clamp	3/4	3/4
each Floor	7/10	7/10	or Thickstuff over Double Floors }	7/10	5/10	Deck Beam Bolts in	Waterway ..	3/4
Bolts through Heels of Timbers }	3/4	3/4	Butt End Bolts	7/10	5/10	Knees	3/4	3/4
against Deadwood	3/4	3/4	Pintles of the Rudder	2 1/4	2	Shelf or Clamp	3/4	3/4
						Nails or Bolts in Flat of Deck	6 inches	
						Treenails	1 1/2 .. Inches	

Timbering.—The Space between the Floor Timbers and Lower Foothooks is $2\frac{1}{2}$ Inches. The Space between the Top-Timbers is $3\frac{1}{2}$ 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.

The Butts of the Timbers are _____ close together; their thickness not less than $\frac{1}{3}$ of the entire moulding at that place.

The Frame is 67000 chooked with 2 Butt at each end of the chock. ^{or Square} The Main piece of Rudder is English oak

The Main Keelson is English oak and is 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 Ron The Knees of Ron & L

Planking Outside.—From the Keel to the Height defined in Note to Table A
or to the First Foothook Heads } the Plank is American Elm & Beech

From the above named Height to the Light Water Mark Hotini & English's mark

From the Light Water Mark to the Wales *English 2 M*

The Wales and Black-strakes are English & Wk The Topsides Zeak

The Sheer strokes and Black sheen

The Sheer-strakes and Plank-sheers	<u>English oak</u>	The Water-ways	Upper Deck	<u>English oak</u>
			Lower Deck	<u>none</u>

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, stop battens

Planking Inside.—The Limber-strakes and Bilge-strakes are

The Ceiling, Lower Hold and between Decks

Shelf Pieces and Clamps English oak

Fastenings.—To Hold Beams

Deck Beams *part dovetailed & part of them dovell'd to the shell hanging from knee*

To each Beam End, Arm along the Beam 3 feet down the Side 5 feet 6 inches; Lodging English

Number of Breasthooks Five Non Pointers Two Non Crutches Two Non

Butts End Bolts are of Yellow Meta C & G 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's a all How Made Turner

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. Ganser Surveyor's Signature W. Ganser

9210-b68nos

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

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 Chain 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 Volly Boat

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

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 14th July 1855
2nd. When the Beams are put in, &c. 31st October
3rd. { When completed, and before the } 25th March 1856
 { plank be painted or payed }

The 7 Hook Feet of this vessel meet at the middle line under the Kelson and are dowelled. The 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 Iron nails and Yellow metal clamps 7 1/2 inches long 5/8 inch thick; the entire of the fastenings provided for by the Rules to entitle a vessel to the Thirteen years Grade are of Yellow Metal or Copper in this ship to the entire 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, W. J. M. J. M. J. M.

Special£ : : :

Certificate£ : 2 : 6

Committee's Minute 13th May 1856

Character assigned A 1 for 13 Years



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