

No. 928 Survey held, at Gosport  
on the Schooner "Stork"

Recd 31/7/57 Final 27 July 1857  
Date 11 Nov. 31 Dec. 1856. 30 Jan. 13 March 29 May 2 June 1857

Master Isaac Jarvis

Tonnage Old Built at Gosport

When built 1856 & 1857 Launched 9 July 1857

By whom built William Camper

Owners William Camper & others

Port belonging to London

Destined Voyage Denia

Surveyed while Building, Afloat, or in Dry Dock

Length aloft	Feet. 81	Inches. 9	Extreme Breadth Outside						Feet. 20	Inches. 2	Depth of Hold		Feet. 10	Inches. 9
	SIDED.		MOULDED.								Thickness of Plank.			
	Inches. In Ship.	Required as pr Rule	Inches. In Ship. Middle.	Inches. In Ship. Ends.	Required pr Rule Middle.	Required pr Rule Ends.				INCHES.			INCHES.	
Scantlings of Timber.							Outside.							
TIMBER AND SPACE	20	19												
Floors	7 1/2	7 1/2	10	8	7 1/2	6 1/2	Garboard Strakes	2 1/2	2 1/4	Limber Strakes	3	2 3/4		
1st Foothooks	7 1/4	6 1/2	8	7 1/4	6 1/2	6	Garboard to Bilge	2 1/2	2 1/4	Bilge Planks	3	2 3/4		
2nd Ditto	6 1/2	6	7 1/4	6 1/2	6	5 3/4	Bilge Planks	3 1/2	2 1/4	Ceiling in Flat	2	1 3/4		
3rd Ditto	6	5 3/4	6 1/2	5	5 3/4	4 1/2	Bilge to Wales	2 1/2	2 1/4	Ditto Bilge to Clamp	2	1 3/4		
Top Timbers	6			5		4 1/2				Hold Beam Clamps	3 1/2			
Deck { N° 19 Average } 3 feet	8	7 1/2	8	7	7 1/2	6 1/2	Wales	4	3 1/2	Deck Beam Ditto	2 1/2	2 1/4		
Beams }							Topsides	2 1/2	2 1/2	Ceiling 'twixt Decks	2	1 3/4		
Deck Beams, length amidships							Sheer Strakes	3	2 1/2	Hold Beam Shelves	none			
Hold { N° Average } Space }							Plank Sheers	2 1/2	2 1/4	Deck Beam Ditto	7 1/2 by 7 1/2	6 1/2 by 6 1/2		
Beams }														
Hold Beams, length amidships							Water- { Upper Deck	7 1/2 by 7 1/2	6 1/2 by 7 1/2					
Keel 3 lengths English & Amer. Plan	9 3/4	9	13		9		Ways { Lower Deck	none						
Scarp of Ditto 4 feet 9 inches														
Keelsons 2 lengths English Oak	10	10	10 1/2		10		Upper Deck	2 1/2	2 1/2					
Scarp of Ditto 4 feet 11 inches														
Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails.														
													Copper	Inches required

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

Copper		Inches		Copper		Inches		Copper		Inches		Copper		Inches	
Inches	in Ship	required	per Rule	Inches	in Ship	required	per Rule	Inches	in Ship	required	per Rule	Inches	in Ship	required	per Rule
1	15/16			7/8	3/4			7/8	3/4			7/8	3/4		
3/4	3/4			3/4	3/4			3/4	3/4			3/4	3/4		
7/8	3/4			3/4	3/4			3/4	3/4			3/4	3/4		
3/4	3/4			3/4	3/4			3/4	3/4			3/4	3/4		

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 2 1/2 to 3 Inches. The Space between the Top-Timbers is 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 2 ft 9 in. to 3 feet N. B. When less than prescribed by the Rule, state how many.

The rest of the Shifts of the Frame are 2 feet 9 inches to 3 feet

The Frame is well squared from the First Foothook Heads upwards, and near 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 square butted and dovetailed checked with Butt at each end of the check. 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 above 18 in. and are free from all defects.

The Deck and Hold Beams consist of English Oak The Breasthooks of English Oak & Iron The Knees of Iron & Eng. Oak

Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is American Elm

From the above named Height to the Light Water Mark 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 Teak & Eng. Oak

The Decks Baltic Fir fastened with yellow metal Lower Deck none

The Shifts of the Planking are not less than Five Feet Inches. State of Good

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-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are English Oak & Teak

The Ceiling, Lower Hold, and between Decks Teak & English Oak Shelf Pieces and Clamps Teak & English Oak

Fastenings.—To Hold Beams none

Deck Beams dovetailed to the Shelf, Iron hanging knee to each Beam. Lodging English Oak knee in each mast Room as also in the main hatch space

Number of Breasthooks Three of Iron Pointers Two Iron Crutches one Iron

Butts End Bolts are of Yellow metal in the Bottom, and a 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 Good

We certify that the above is a correct description of the several particulars therein given

Builder's Signature Surveyor's Signature



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

She has SAILS.		CABLES, &c.		ANCHORS, and their weights.	
N <sup>o</sup> .			Fathoms. Inches.	N <sup>o</sup> .	Weight.
Full Surt	Fore Sails,	1 chain	90 1	Bower,	1 8.0.0
	Fore Top Sails,	1 chain	90 1		1 6.3.23
	Fore Topmast Stay Sails,	1 <del>chain</del> Stream Cable	60 7/8	Stream,	1 3.2.0
	Main Sails,	1 Hawser	75 6 1/2		
	Main Top Sails,	1 Towlines	40 6	Kedge,	1 0.3.0
and		1 Warp	80 4 1/2		
		All of <u>Good</u> quality.			

Her Standing and Running Rigging Is Rope & is sufficient in size and good in quality.

She has one 19 feet Long Boat and one 14 feet jolly Boat

The present state of the Windlass is patent ~~Capstan~~ double winch Rudder efficient Pumps Two metal

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>31 december 1856</u>
	2nd. When the Beams are put in, &c.	<u>13 March 1857</u>
	3rd. { When completed, and before the plank be painted or payed }	<u>29 May 1857</u>

*This vessel is well built. The material and fastning being of the best quality. The fastnings are all of yellow metal except the cham bolts and other bolts which the Rules allow to be of Iron in a Thirteen years Ship. The vessel is well found in Stores &c.*

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 July 1857

I am of opinion this Vessel should be Classed A1 Thirteen years

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

Special .....£ : :

Certificate ....£ : 2 : 6

Committee's Minute 31 July 1857

Character assigned 13 A1



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