

No. 514 Survey held at St John's W.B.I. Date June 1861.
on the New Schooner "Sper" Master Reed
Tonnage Old 113 20 Built at St John's W.B.I. When built 1861 Launched 4 July 1861
New 81 96 By whom built P. C. Simo Owners P. & W. Allan
Port belonging to Wexford, Ireland Destined Voyage St John's W.B.I. to Wexford, Ireland
If Surveyed while Building, Afloat, or in Dry Dock While building

| Length aloft | | | | Extreme Breadth Outside | | | | Depth of Hold | | | |
|---|--|--|--|---------------------------------------|--|--|--|----------------------|--|--|--|
| Length of Keel | | | | | | | | | | | |
| Feet. | | | | Feet. | | | | Feet. | | | |
| Inches. | | | | Inches. | | | | Inches. | | | |
| IN SHIP. | | | | REQUIRED PER RULE. | | | | THICKNESS OF PLANK. | | | |
| Sided. | | | | Sided. | | | | In Ship. | | | |
| Middle. | | | | Middle. | | | | In Ship. | | | |
| Ends. | | | | Ends. | | | | Ends. | | | |
| Timber and Space | | | | Outside. | | | | Inside. | | | |
| Floors | | | | Garboard Strakes | | | | Limber Strakes | | | |
| 1st Foothooks | | | | Garboard to Bilge | | | | Bilge Planks | | | |
| 2nd Ditto | | | | Bilge Planks | | | | Ceiling in Flat | | | |
| 3rd Ditto | | | | Bilge to Wales | | | | Ditto Bilge to Clamp | | | |
| Top Timbers | | | | Wales | | | | Hold Beam Clamps | | | |
| Deck { N° 14 Average Space } 3' 10" 10" | | | | Topsides | | | | Deck Beam Ditto | | | |
| Deck Beams, length amidships | | | | Sheer Strakes | | | | Ceiling 'twixt Decks | | | |
| Hold { N° — Average Space } | | | | Plank Sheers | | | | Hold Beam Shelves | | | |
| Hold Beams, length amidships | | | | Water- { Upper Deck | | | | Deck Beam Ditto | | | |
| Keel | | | | Ways { Lower Deck | | | | | | | |
| Scarp of Ditto | | | | Ditto, faying surface against Timbers | | | | | | | |
| Keelsons | | | | Upper Deck | | | | | | | |
| Scarp of Ditto | | | | | | | | | | | |

| Size of Bolts in Fastenings, distinguishing whether Copper or Iron; also of Treenails. | | | | | | | | | | |
|--|--|--|-------------------------------------|--|--|------------------------------------|--|--|--------------------------|--|
| Copper or Iron. Inches in Ship. | | | Copper or Iron. Inches in Ship. | | | Copper or Iron. Inches in Ship. | | | Inches required per Rule | |
| Inches required per Rule | | | Inches required per Rule | | | Inches required per Rule | | | | |
| Heel-Knee, and Deadwood abaft | | | Transoms and throats of Hooks .. | | | Hold Beam Bolts in { | | | Waterway .. | |
| Scarp of Keel.....N°. 6 | | | Arms of Hooks | | | Knees | | | | |
| Keelson Bolts through Keel at | | | Bolts thro' Bilge & Limber Strakes, | | | Shelf or Clamp | | | | |
| each Floor | | | or Thickstuff over Double Floors | | | Waterway .. | | | 3/4 11/16 | |
| Bolts through Heels of Timbers | | | Butt End Bolts | | | Deck Beam Bolts in { | | | Knees | |
| against Deadwood | | | Pintles of the Rudder | | | Shelf or Clamp | | | 3/4 11/16 | |
| | | | | | | Nails or Bolts in Flat of Deck ... | | | 3/4 11/16 | |
| | | | | | | TreenailsInches | | | 1/2 1 1/4 1 1/2 | |

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. |
| <u>One</u> | Fore Sails, | Chain <u>Proof</u> | <u>45</u> | <u>1 1/2</u> | Bower, <u>St. Mark's</u> |
| <u>One</u> | Fore Top Sails, | Hempen Stream Cable | <u>45</u> | <u>1 1/2</u> | " " |
| <u>One</u> | Fore Topmast Stay Sails, | Hawser | <u>90</u> | <u>6</u> | Stream, |
| | Main Sails, | Towlines | | | |
| | Main Top Sails, | Warp | | | Kedge, |
| and | | All of <u>Good</u> quality. | | | |

Her Standing and Running Rigging Good sufficient in size and Good in quality.

She has One Long Boat and

The present state of the Windlass is Good Capstan Good Rudder Good Pumps Sea of War

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 | |
| | 2nd. When the Beams are put in, &c. | |
| | 3rd. { When completed, and before the plank be painted or payed } | |

The frame of this single deck vessel is put together with single floors. The first footboards do not meet on the keel, and the timber stables are bolted through the floors as per rule. The in and outside clauking is well layed and secured to timbers.

The timber heads however between the stanchions only stand above the upper side of beams 3 in to receive waterway, see letter annexed. with the exception we consider her eligible to class 4 A

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good
If Sheathed, Doubled, Felted, or Coppered When last done

I am of opinion this Vessel should be Classed

The Amount of the Fee.....£ 1 : 0 : 0 is received by me,

Special£ 4 : 2 : 0

Certificate£ : : :

Travelling Charges

Committee's Minute 1st October 1861.

Character assigned First Class

12/11/61

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