

No. 2147 Survey held at Hindbourn Date Sept 10th 1884
on the Schooner Exile Master Mr. Munroe
Tonnage Old 280 Built at Hindbourn When built 1863 Launched Dec 11th
By whom built W. Anderson Owners W. Anderson
Port belonging to Hindbourn Destined Voyage Atlantic
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length aloft	Feet.			Inches.			Extreme Breadth Outside	Feet.			Inches.			Depth of Hold	Feet.			Inches.		
	Side	Middle	Ends	Side	Middle	Ends		Side	Middle	Ends	Side	Middle	Ends		Side	Middle	Ends	Side	Middle	Ends
Scantlings of Timber.																				
TIMBER AND SPACE	24	10	10	21	8	8														
Floors	10	10	10	8	8	8														
1st Foothooks	9 1/2	9 1/2	9 1/2	7	7	7														
2nd Ditto	8 1/2	9	9	6 1/2	6 1/2	6 1/2														
3rd Ditto	8 1/2	9	9	6 1/2	6 1/2	6 1/2														
Top Timbers	38 x 9	7	7	6	6	6														
Deck Beams	N ^o 19	Average Space	4 feet	10	10	8														
Deck Beams, length amidships	22	8																		
Hold Beams	N ^o 4	Average Space	8 feet	11	11	10 1/2														
Hold Beams, length amidships	22	6																		
Keel				12	10	10														
Scarp of Ditto				7 1/2		5 1/4														
Keelsons				12	10	11														
Scarp of Ditto				7 1/2		6 1/2														

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.										Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule	
Heel-Knee, & Deadw'd abaft	-	1/8	1	Transoms and throats of Hooks	-	1/8	7/8	Hold Beam	{	Waterway ..	-	-	-
Scarphs of Keel, N°. 7	7/8	-	3/4	Arms of Hooks	13/16	-	1 1/16	Bolts in	{	Knees	13/16	-	1 3/16
Keelson Bolts through Keel	-	1 1/8	7/8	Thro' Bilge & Limber Strakes	13/16	-	1 1/16	Deck Beam	{	Waterway ..	-	13/16	-
at each Floor	-	-	-	Thickstuff over Double Floors.	-	-	2 1/16	Bolts in	{	Knees	-	13/16	1 1/16
Bolts thro' Heels of Timbers	-	3/4	1 1/16	Butt End Bolts	5/8	5/8	5/8		{	Shelf or Clamp	-	13/16	-
against Deadwood	-	-	-	Pintles of the Rudder.....	-	2 1/4	2	Nails or Bolts in Flat of Deck	-	-	-	-	-
								Treenails	-	-	-	-	-

Timbering.—The Space between the Floor Timbers and Lower Foothooks is 24 Inches. The Space between the Top-Timbers is 34 Inches.
The Floors consist of White Oak & Larch. The First Foothooks of White Oak & Larch.
The Second Foothooks of White Oak & Larch. The Third Foothooks and Top Timbers of White Oak & Larch.
The Shifts of the First and Second Foothooks are not less than 4 feet. N. B. When less than prescribed by the Rule, state how many.
The rest of the Shifts of the Frame are the same.

The Frame is well squared from the First Foothook Heads upwards, and well free from sap, and from thence downwards, the frame is good.

The ~~frames~~ Frames are all bolted together to the Gunwale. N. B. If not, state how bolted.
The Butts of the Timbers are are close together; their thickness not less than 1/3 of the entire moulding at that place.

The Frame is well chocked with a Butt at each end of the chock. The Main piece of Rudder is White Oak of Windlass is White Oak.
The Keel is White Oak. The Main Keelson is White Oak and is free from all defects.

The Stem, and Stern Post of White Oak. The Transoms, Knight Heads, Hawse Timbers, and Aprons of Larch. Deadwood, of Larch and are well free from all defects.

The Deck and Hold Beams of Larch. The Breasthooks of Larch. The Knees of Larch & Iron.
Planking Outside.—From the Keel to the Height defined in Note to Table A the Plank is White Oak & Red pine or to the First Foothook Heads.

From the above named Height to the Light Water Mark White Oak & Red pine.
From the Light Water Mark to the Wales White Oak & Red pine.

The Wales and Black-strakes are White Oak. The Topsides & Sheer-strakes White Oak & Red pine.

The Spirketting and Plank-sheer White Oak & Red pine. The Water-ways { Upper Deck Red pine & Larch Lower Deck White Oak }
The Decks Yellow pine. State of Decks 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-butting.

Planking Inside.—The Limber-strakes and Bilge-strakes are White Oak & Red pine.
The Ceiling, Lower Hold, and between Decks Red pine. Shelf Pieces and Clamps Red pine & Larch.

Fastenings.—To Hold Beams, Secured with Larch Lugging Nails to each beam, and a pair of wire riders through bottom & clamped.

Deck Beams Secured with Larch Lugging Nails to each beam, and a pair of wire riders through bottom & clamped.

Number of Breasthooks Three. Pointers 2 pair. Crutches One Iron.
Butt End Bolts are of Yellow Metal in the Bottom two Bolts in each Butt End one through and clenched.
Bilge and Limber Strakes 14 bolted through and clenched. Treenails of White Oak How Made planned.
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 William Halliday

2147 abn

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

She has SAILS.

CABLES, &c.

ANCHORS, and their weights.

No.

Fore Sails,
Fore Top Sails,
Fore Topmast Stay Sails,
Main Sails,
Main Top Sails,

Chain 100 Fathoms. 1 1/2 Inches.
Hempen Stream Cable
Hawser
Towlines
Warp
All of good quality.

Bow 10 Fathoms. 3 Weight.
10 1/2 Fathoms. 11-1-14
11 1/2 Fathoms. 11-1-14
Stream,
Kedge,
1 2-1-14

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

She has One Long Boat and One other.

The present state of the Windlass is Good Capstan new Rudder Good Pumps 2 Good.

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 May 12th 1883.
2nd. When the Beams are put in, &c. July 15th 1883.
3rd. { When completed, and before the plank be painted or payed } July 18th 1884.

This vessel is well built of good & sound material. The seven years grade, the garboard strakes are horizontally bolted through the keel and each other, and clinched. The bilge & timber strakes are through bolted & clinched in accordance with rule Sect 4b. The windlass is well fitted with patent purchase. She has also a double winch, and all other necessary fittings for her destined voyage.

Present condition of Caulking of Bottom, Good Deck, Good and Waterways Good.

If Sheathed, Doubled, Felted, or Coppered None When last done

I am of opinion this Vessel should be Classed J. A. S.

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

Special£ : : :
Certificate£ : : : 2 : - : -

Committee's Minute 12th February 1884

Character assigned A for 7 years

William Mullins
Total amount received with expenses £ 11 : - : -

Robert J. M. M. M.
May 12th 1884
July 15th 1884
July 18th 1884
Lloyd's Register Foundation