

No.          Survey held at Appleton Date August 3<sup>rd</sup> 1864 Re 7/6/64  
1360  
1864.  
 on the Prize Hawk Master John Day  
 Tonnage Old 101 1/2 Built at Appleton When built 1864 Launched March 7<sup>th</sup>  
New 65.14  
 By whom built William Clibbett Owners A. Day  
 Port belonging to Rideford Destined Voyage Coasting  
 Surveyed while Building, Afloat, or in Dry Dock Throughout build under Com. Survey

Length aloft	Feet.		Inches.		Extreme Breadth Outside	Feet.		Inches.		Depth of Hold	Feet.		Inches.	
	66	14	18	7 1/2		9	5							
<b>Scantlings of Timber.</b>														
TIMBER AND SPACE	Sided.		Moulded.		Sided.		Moulded.		Outside.		INCHES. Required per Rule.		Inside.	
Floors	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Garboard Strakes	2	2	Limber Strakes	3 1/2	2 1/2
1 <sup>st</sup> Foothooks	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Garboard to Bilge	2	2	Bilge Planks	3	2 1/2
2 <sup>nd</sup> Ditto	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Bilge Planks	2	2	Ceiling in Flat	2	1 1/2
3 <sup>rd</sup> Ditto	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Bilge to Wales	2	2	Ditto Bilge to Clamp	2	1 1/2
Top Timbers	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Wales	3 1/2	3	Hold Beam Clamps	3	1 1/2
Deck Beams, length amidships	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Topsides	2 1/2	2 1/4	Deck Beam Ditto	3	2 1/4
Hold Beams, length amidships	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Sheer Strakes	2 1/2	2 1/4	Ceiling 'twixt Decks	2	1 1/2
Keel	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Plank Sheers	2	2	Hold Beam Shelves	2	1 1/2
Scarp of Ditto	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Water Ways	9 x 6 1/2	6 1/2	Deck Beam Ditto	2	1 1/2
Keelsons	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Ditto, faying surface against Timbers	4	4			
Scarp of Ditto	18	7 1/2	18	7 1/2	18	7 1/2	18	7 1/2	Upper Deck	2 1/2	2 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.		Copper or Y.M. in Ship.	Iron in Ship.	Inches required per Rule.
Heel-Knee, & Deadw'd abaft	7/8	1 1/16	1 1/16	Transoms and throats of Hooks	7/8	1 1/16	1 1/16
Scarp of Keel, N <sup>o</sup> .	3/4	1 1/16	1 1/16	Arms of Hooks	3/4	1 1/16	1 1/16
Keelson Bolts through Keel at each Floor	7/8	1 1/16	1 1/16	Thro' Bilge & Limber Strakes	5/8	9/16	9/16
Bolts thro' Heels of Timbers against Deadwood	5/8	10/16	10/16	Thickstuff over Double Floors	5/8	9/16	9/16
				Butt End Bolts	5/8	9/16	9/16
				Pintles of the Rudder	2	1 1/8	1 1/8
				Hold Beam Bolts in			
				Waterway			
				Knees			
				Shelf or Clamp			
				Deck Beam Bolts in			
				Waterway			
				Knees			
				Shelf or Clamp			
				Nails or Bolts in Flat of Deck			
				Treenails			

**Timbering.**—The Space between the Floor Timbers and Lower Foothooks is 2 Inches. The Space between the Top-Timbers is 3 1/2 Inches.  
 The Floors consist of English Oak The First Foothooks of English Oak  
 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 7 1/2. N. B. When less than prescribed by the Rule, state how many.  
 The rest of the Shifts of the Frame are sufficient  
 The Frame is fairly squared from the First Foothook Heads upwards, and not quite free from sap, and from thence downwards, the frame is the same  
 The          Frames are          bolted together to the Gunwale. All are frames N. B. If not, state how bolted.  
 The Butts of the Timbers are          close together; their thickness not less than          of the entire moulding at that place.  
 The Frame is          chocked with a Butt at each end of the chock. The Main piece of Rudder is English Oak Windlass is English Oak  
 The Keel is Elm The Main Keelson is English Oak and          free from all defects.  
 The Stem, and Stern Post of English Oak The Transoms, Knight Heads, Hawse Timbers, and Aprons of English Oak Deadwood, of English Oak and are          free from all defects.  
 The Deck and Hold Beams of English Oak The Breasthooks of English Oak The Knees of English Oak  
**Planking Outside.**—From the Keel to the Height defined in Note to Table A } the Plank is English Oak, Elm  
 or to the First Foothook Heads }  
 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 & Sheer-strakes English Oak  
 The Spirketting and Plank-sheers English Oak The Water-ways { Upper Deck Red pine  
 Lower Deck English Oak  
 The Decks Yellow pine State of good  
 The Shifts of the Planking are not less than 5 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 3 strakes between, and without step-butting.  
**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 Round lodging and locking pieces of English Oak  
 Number of Breasthooks 3 English Oak Pointers          Crutches           
 Butt End Bolts are of Iron in the Bottom: 2 Bolts in each Butt End One through and clenched.  
 Bilge and Limber Strakes Iron bolted through and clenched. Treenails of English Oak How Made well made  
 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 William Clibbett Surveyor's Signature           
 81074-258

Her Masts, Yards, &c. are in in 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.	Proof
1	Fore Sails,	Chain	50 3/4	2	2.0.5	16.1
1	Fore Top Sails,	Hempen Stream Cable	90 5 1/2	2	5.0	7.11.3
1	Fore Topmast Stay Sails,	Hawser	90 3	1	2.0.5	11.1
1	Main Sails,	Towlines				
1	Main Top Sails,	Warp		1	1.0.14	
and <u>other a full set</u>		All of <u>good</u> quality.				

Her Standing and Running Rigging is new 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 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 Aug 4 3<sup>rd</sup> 1863  
 2nd. When the Beams are put in, &c. Nov. 25<sup>th</sup> 1864  
 3rd. { When completed, and before the plank be painted or payed } March 17<sup>th</sup> 1864.

*This vessel frame is of English Oak, tolerably well squared and properly checked, but some of the tips of the timbers are rather thin, and safety. The plank both inside & out is good and well wrought and from opinion she is eligible to class as recommended below.*

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 A 5-10 Years.

The Amount of the Fee.....£ 1 : : is received by me,  
 Special .....£ 2 : 12 : 6 Exp<sup>ts</sup> 1.10.0  
 Certificate .....£ : 2 : 6

Committee's Minute 7<sup>th</sup> June 1864

Character assigned A 1 for 10 Years

